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A Merger of Grain Dealers Journal, American Elevator & Grain Trade, Grain World and Price Current-Grain Reporter



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[For Description See Page 68]

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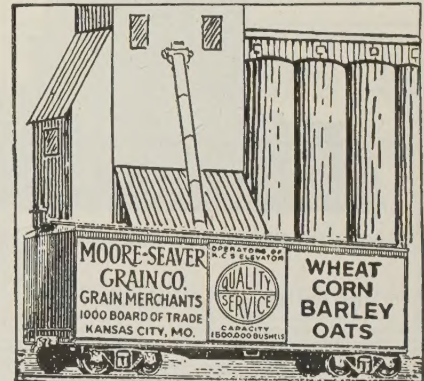
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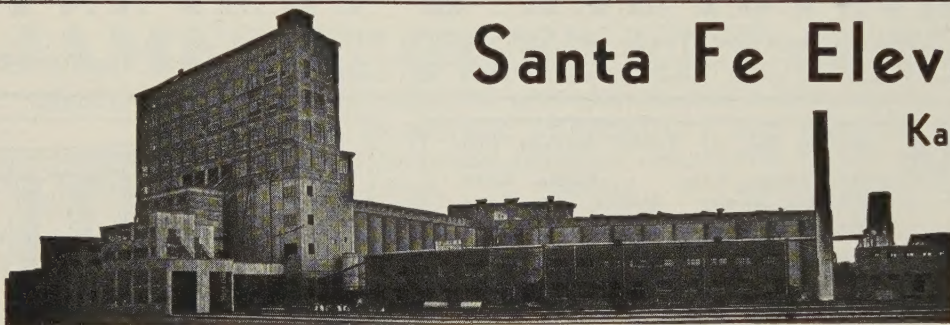
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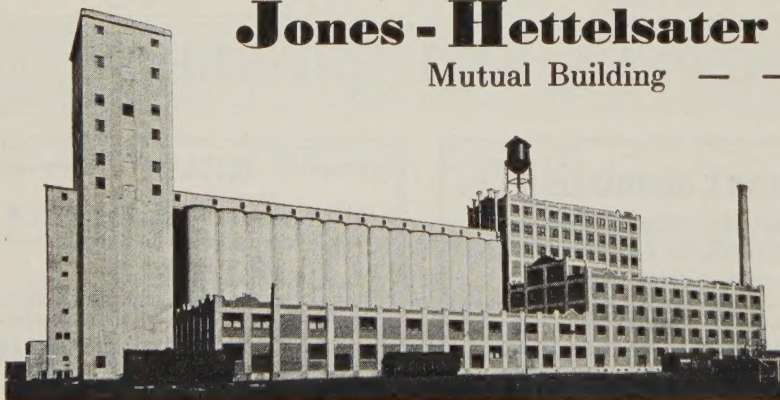
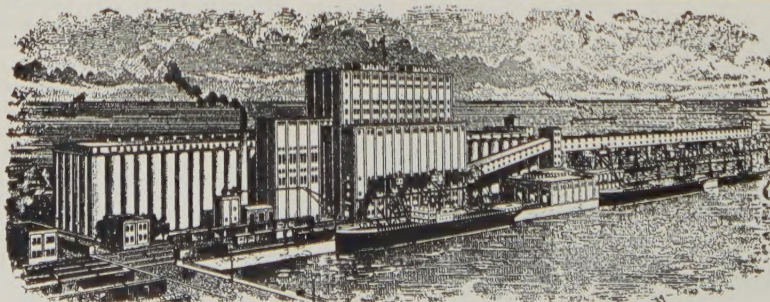
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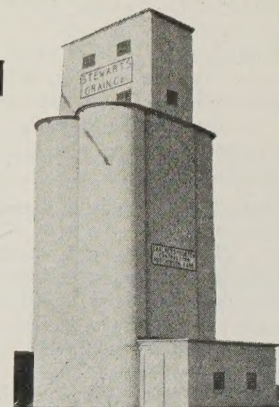
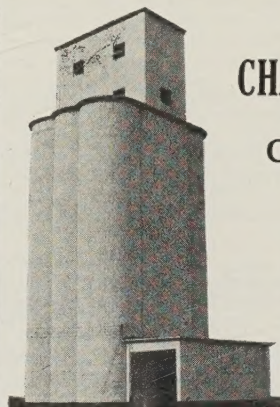
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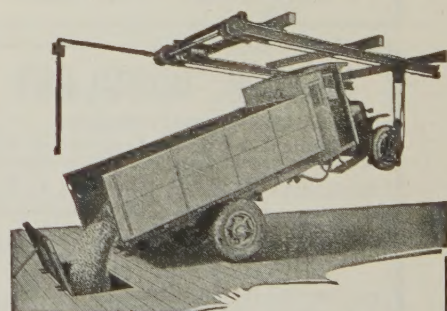
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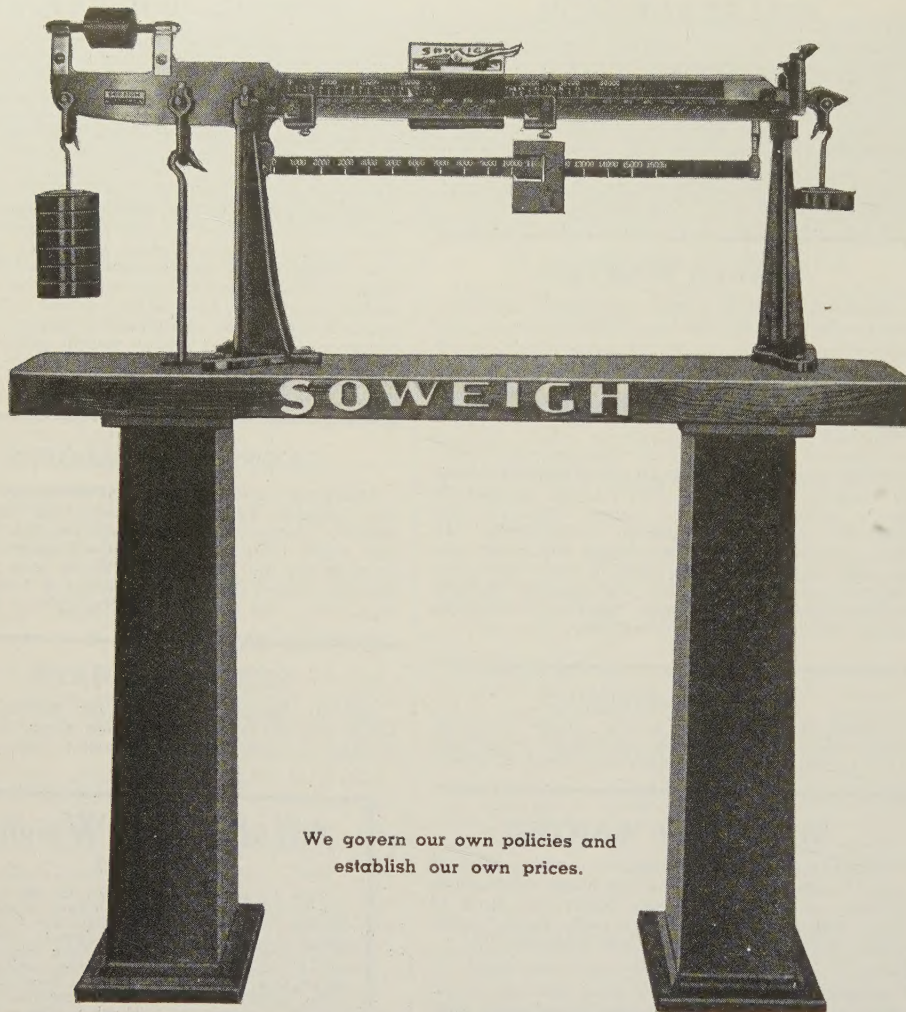
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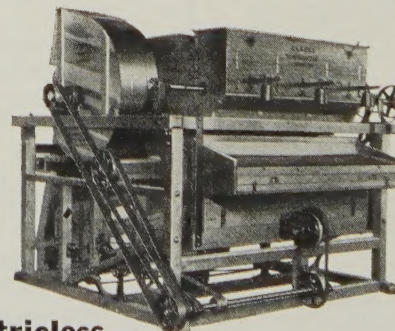
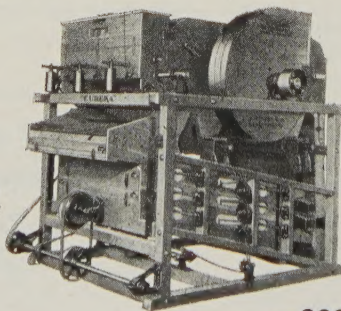
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CHICAGO, ILL., JULY 28, 1937

WHEN your shafting runs hot, it behooves you to line it up and make sure it will run true before starting the machinery.

MILLFEED shippers are cautioned to watch the fiber content of gray shorts, as the government may take action to stop this fraud on the buyer, often the result of adding screenings to the product without so labeling.

DUST CONTROL in all elevators is being given more serious consideration than ever, presaging fewer dust explosions, cleaner elevators and freedom from weevil and other grain infesting insects. Dark corners filled with dirt delight the bugs.

THE U. S. FRIENDS of foreign corn growers will be pleased to learn that another cargo of South African corn was unloaded at Toledo last week and shipped to Indianapolis. Restricting the U. S. corn acreage may satisfy the AAA, but it will not help the U. S. farmers.

THE TRAIN limit bill pending in Congress is meeting with merited opposition from every commercial interest which recognizes that its enactment into law would increase the cost of transportation and divert more freight to the trucks. More active opposition by all grain shippers would help to defeat this unreasonable restriction.

ENTRUSTING the collection of your slow accounts to a distant collecting agency of unknown responsibility frequently results in the compromising of good claims and the retention of all the cash by the agency. These fakers prey upon grain elevator operators because experience has convinced them that grain dealers will not prosecute.

FOR FIXING PRICES, and prohibiting sales below cost the Federal Trade Commission has begun prosecution of an ass'n of button manufacturers, while the Guffey Coal Act specifically provides for regional fixing of prices for bituminous coal. The Supreme Court certainly will need some "new blood" if it is to harmonize conflicting legislation.

SCOOPERS are trying to use the box cars of Kansas rail lines for warehouses until they can accumulate a load of wheat, thus depriving elevator operators of relief for their full bins and reducing the railroad's revenue from its own rolling stock. Assigning box cars to these irresponsible fly-by-nights for storage of grain is inexcusable.

DRIERS promise to be a valuable part of the grain elevator equipment in the summer, fall and winter of 1937. The grain dealer who for a few years past has postponed the purchase of a drier should wait no longer. Wet years succeed one another, as do dry years; and the drier that pays for itself in 1937 is very likely to earn a handsome net profit in 1938 and 1939.

MORE OATS can be included in the poultry ration after the next harvest which promises 322,000,000 bus. more than last year. After the new market price has become established the percentage of the different ingredients should be re-figured on the new costs, retaining the necessary and economical supplements such as milk, and cutting down the costly ingredients that oats displaces.

IT SEEMS a crime that Brazil's government now orders the burning of 70 per cent of the new coffee crop estimated at 25,642,000 bags. Green coffee after long time storage loses moisture and improves in flavor, altho roasted coffee deteriorates. Who knows but that coffee will be dear in a few years and the consumer will be penalized as is the American buyer of pork chops thru the foolish policy of the Government killing off the pigs.

NOW that the army worms, the grasshoppers and black rust have joined the Crop Killers' Union, the drouth, the corn borer and the chinch bug have resigned from the Calamity Committee.

THE INSTALLATION of anti-friction bearings throughout the elevator is reported with pleasing frequency in our news columns, showing that grain dealers are recognizing the saving in power, oil and labor through the modernization of their elevators.

AN INTERESTING development of the day is the unloading of the steamer F. V. Massey with 96,397 bus. of foreign corn July 26 at Chicago and departure the same day with 88,000 bus. wheat for Montreal. So far this month 31 boats have unloaded foreign corn at Chicago, reflecting the unusual condition brought about by Government diversion of acreage from corn alleged to deplete the soil of fertility.

THE VIGOROUS campaign being put on by the AAA for the new legislation regimenting the American farmer would seem to indicate that the farmers are not anxious to be dominated by the bureaucrats and the appeals of the promoters of the pending bills do not win the support of the growers. Even Wallace recognizes and regrets the lack of interest on the part of the farmers. The farm agitators alone are working for the passage of the bills.

THE REPEAL of laws now handicapping all traders in farm products would encourage dealers who have deserted the grain and livestock markets to reenter and thereby increase the demand for the major farm products. The existing restrictions and regulations may give so-called employment to more bureaucrats, but do not help the producers or the consumers one bit. Let us have free markets for all farm products and the prevailing prices will reflect more accurately the true values.

THE BUROCRATS of the AAA in their eagerness to regiment the American farmer have met with a sharp rebuke at the hands of the Senate Agriculture Com'te. The Pope bill drafted in the Dept. of Agri. in hope of giving the swivel chair economists complete control of farm activities, marketing agencies and processors of farm products has been pigeonholed by the Com'te. The ambition of the lazy loafers to dictate every step of American life seems to have no limitation. The fact that some farmers accept conservation doles for complying with the instructions of the would-be autocrats does not prove that the plan is practical or helpful to any but the Washington supervisors who are ever eager to enlarge their departments and thereby justify an increase in their own pay. More vigilance to the Ag. Com'te.

ACCIDENTS to children who have been permitted to play about the elevator always results in the condemnation of the elevator operator. It is far better for all concerned to keep them out of the elevator. Some short-sighted parents may resent the banishment of their offspring, but the public generally condemns the elevator operator. A Nebraska elevator helper mentioned in our news columns risked his life recently to save a boy who thought it would be great sport to jump into the receiving pit filled with grain. By placing the boy's cap over his mouth the elevator man prevented suffocation and was able to extricate the child.

Government Commissions Burden Industry

Besides direct and indirect taxation the government seems to be doing everything it can to increase the cost of doing legitimate business.

Most prolific of travel expense for grain men were the many hearings on Docket 17,000 by the Interstate Commerce Commission since 1927. Recently 60 men whose faces had grown familiar in the different hearing cities held a dinner at Chicago as the "Veterans of Docket 17,000."

The Federal Trade Commission, however, eclipses the transportation commission as a creator of expense for business concerns. That collection of busy-bodies has now before it for prosecution hundreds of defendants, to which can be added at will thousands more under the new Patman Act.

A cheese company of Chicago prosecuted under the Patman Act recently was found not guilty of price discrimination; but this one company alone had expended \$100,000 in defending itself before the Commission. The president of the company asserts, and it is reasonable to believe it to be true, "That the Government should have realized it had no case against us," adding, "The unfortunate thing about it was the cost involved. But I suppose that is just one of the penalties of being in business today."

The thought occurs here that in all civil suits the court saddles the court costs upon the prosecution if unsuccessful. Why not carry this principle further in protection of legitimate business against federal attack by requiring the Government not only to pay the salaries of its own hundreds of bright young lawyers, but the attorneys' fees of the exonerated defendant.

In justice to the individuals composing the Federal Trade Commission it must be said they are not to blame for this unfortunate condition created by the Robinson-Patman Act. They have to proceed in compliance with the Act, which in all fairness should either be repealed or amended to give protection to honestly conducted business from false accusation.

More Truckers Hauled to Court for New and Old Tricks

Several Iowa grain merchants who had the temerity to sell grain to traveling truckers have lived to regret their inability to collect money on checks which bounced back, stamped "N.S.F." At last reports, John M. Carey, of Libertyville, Missouri, was still in jail for issuing a false check to A. Sterner of Jordan, Iowa, in the amount of \$665.00.

Several other Missouri truckers have also been arrested for issuing checks which the banks would not honor. Eugene E. Drake, a trucker of Omaha, Nebraska, has brought suit for \$75,000 damages, alleging he was falsely arrested on the charge of issuing a worthless check in the amount of \$181.00 to the Wagner Grain Co., of Ankeny, Iowa.

Hans Nielsen of Maryville, Missouri, and a truck driver by the name of Vilas Cockayne were fined \$100.00 and \$50.00 respectively, at Fairmont, Minnesota, last month charged with conspiracy to cheat and defraud G. D. Packard, grain dealer of Sherburn, Minnesota. They appeared at the Packard elevator after dark and asked for two loads of oats. The man at the scale beam observed that altho oats were being spouted into the box of truck trailer, the weight shown on the scale beam decreased rapidly. Investigation disclosed a jack on a block of wood at the edge of the scale deck which was holding up the rear end of trailer box.

So many posters exposing the tricks of swindling truckers were sent to elevator operators of Iowa for tacking up in their offices, we wonder that any well posted elevator operator will have any dealings whatever with strange truckers either in daylight or after dark. Doubtless, hundreds of farmers and country elevator operators have suffered heavy losses at the hands of the dishonest truckers.

Many elevator men have refused to accept settlement for grain spouted into box of a trailer unless grain is first elevated and weighed thru an automatic scale. The very fact that many of the truckers will pay more than the market for grain or offer to sell it at much below the market should place elevator operators on guard, for experience has taught many of them that you cannot pay more than the prevailing market price for grain and sell it for less without suffering a loss.

Dealing with truckers under any conditions is generally extremely hazardous and it should not be necessary for operators of elevators located on railroad right of way to deal with sharpers. Accepting checks from strangers has caused more losses than any other careless practice.

Farm Legislation to Be on Its Merits

The record of the bureaucrats as measured by their accomplishments during the past four years in which they have had a free hand except as restrained by the Supreme Court is not one to be proud of, not one to inspire confidence and not one to arouse the taxpayer's enthusiasm.

Such recovery as we have had has been in spite of rather than because of government policies, and the general public is beginning to understand this. In the first five months of 1937 loadings of grain and grain products on the railroads were 31 per cent less and of live stock 53 per cent less than in 1929, mainly due to the government policy of restricting farm production. For the first five months of 1937 expenditures for building construction totaled only \$864,000,000, against \$4,945,000,000 annually during 1927-1929, this reduction of 60 per cent being chargeable to government policies unduly increasing the costs of labor and materials.

The statement by the chairman of the Senate Com'te on Agriculture July 23 that the farm bill "drafted ostensibly by farm organizations but actually by bureaucrats in the Department of Agriculture, is too important for serious consideration in the short time between now and adjournment" and the purpose to hold hearings in the farm belt during the recess of Congress is simply an expression of the conviction that has been gaining ground in Congress that the farmers themselves are not at all keen to have their activities regulated by the bureaucrats.

The assertion by the Senators that they will think for themselves instead of rubber-stamping bills prepared by the bureaucrats solely to give bureaucrats more jobs and more power should be encouraging to handlers of grain and live stock who believe the more abundant life lies in the direction of more abundant production.

If the farmer himself will weigh carefully his gains from free utilization of his soil against the meager benefit payments he will be certain to decide against policies that must raise the cost of everything he buys.

No foreign country, not even any of those producing a surplus, has adopted a policy of cutting down the production of wheat, corn and other grains. Artificial scarcity is the brain child of impractical dreamers. Since the hazards of insects, disease and weather make it impossible for the farmer to adjust his production to the demand, as can a manufacturer, he should be free to produce a surplus to be exported or held over. A sane agricultural policy should assure him a fair price for grain sold for domestic consumption, while subsidizing exports.

Our Marketing System Triumphant

Without telling the farmer to hold back his wheat and oats on the farm as a controlling government marketing agency certainly would have done the organized exchanges with the marketing system perfected by private enterprise are handling in an orderly manner the vast quantities of wheat the farmers are rushing to market unrestrained except by the railroad car supply.

All records were broken by the increase of 21,861,000 bus. in the visible supply July 17 as compared with July 10, and the visible increase the following week reported July 26 was almost as great at 20,573,000 bus., running the total up to 70,094,000 bus. On June 28, a month earlier, the visible was only 11,194,000 bus.

Has this addition of 58,900,000 bus. to the weight of wheat in the public market broken the price to unprecedented lows? Not so you can notice it.

Speculators and millers came to the support of the price structure, foreigners buying only sparingly as yet. On June 29 the high price of the September future at Chicago was \$1.21; and on July 26, with nearly 59,000,000 added to the visible the price had shrunk no farther than a high of \$1.17½. This drop of less than four cents should prove that the nation's private marketing system can take it.

That the future trading system of the exchanges has had to bear its share of the burden of heavy marketing is shown by the increase in open contracts from 83,904,000 bus. June 29 to 110,105,000 bus. July 26, reflecting an increased hedging load of 26,201,000 bus. on the Chicago Board of Trade alone. The open interest June 29, 1936, was only 55,599,000 bus. The better price now afforded the farmer thus rests on the increase volume of trade and investment on the Board of Trade, that the law makers drafting the Commodity Exchange Act did their level best to restrict.

Back in 1936 on June 28 with 21,950,000 bus. in the visible the high on September wheat was 85⅞ cents; and two years ago on June 28 with a visible of 22,496,000 the high that day on the September future was 95⅛ cents. Altho the visible now is more than twice as heavy the price is 30 cents higher than a year ago. This is not referred to as a caution that prices are too high. Under the reduction of the value of the dollar to 59.06 cents the price of wheat at Chicago, based on the average of 16 years' lows should not fall lower than \$1.04 and at some time during every year until 1951 should sell above \$1.22 per bushel.

The grain elevators of the country have ample capacity to hold our entire surplus of 175,000,000 bus. until the foreigners are ready to buy. At one

time the elevators embraced in the visible supply statistics alone held 236,323,000 bus. of wheat and over 50,000,000 bus. of other grains at the same time.

The masterly manner in which the private grain trade is handling the present rush of grain to market affords no comfort to the bureaucrats who would prefer to point to wheat selling at 50 cents as proof of the necessity of completely remodeling our trading system.

Breach of Contract

Elmer G. Porter, produce dealer at Caywood, N. Y., in August, 1932, bought 800 bags of 100 lbs. each of "Choice H. P. Mich. Pea Beans" at \$2 per bag for September delivery f.o.b. Michigan, Alma rate to be equalized. Terms shall be draft, with B/L attached, payable net cash on arrival.

A second lot of 800 bags "U. S. No. 1 Mich. Pea Beans" at \$2 per bag also was bought under like terms.

Not being able to take the beans at delivery time Porter arranged with seller, Michigan Elevator Exchange for storage, and he paid storage charges and margin to meet decline in market. After much correspondence the Exchange sold the beans and tendered Porter \$675.33.

Porter brought suit for breach of contract and was awarded \$995.53, plus \$52.53 interest. Dissatisfied, Porter appealed to the Supreme Court, which affirmed the judgment of the circuit court of Ingham County, holding that the Exchange was not guilty of conversion after Porter had stated he would not accept the beans in store for him, alleging they contained too much moisture, as he discovered on visiting Port Huron July 17, 1933, to take samples.

Porter wired the Exchange Sept. 11, 1933, "Ship 1600 bags contract beans to Caywood making draft payable on arrival, making draft thru Wheeler National Bank, Interlaken, N. Y." The Exchange the same day wired reply: "Balance due on these 1600 bags of beans belonging to you \$2,536.37. Deposit cash Harold Sands, Rochester Bean Exchange, Rochester, N. Y., goods will be loaded immediately."

Sept. 22 the Exchange wrote: "We want pay for our beans before we ship them." Porter wrote Sept. 23: "You ask us to pay before it is shipped which we refuse to do." When the Exchange disposed of the beans in November,

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WE LIVE but one day at a time. Brief though it be, yet it is a golden link that binds all our yesterdays with our tomorrows. What part our today may signify in the great tomorrow, where gigantic tides ebb and flow, we may never understand. But today is all we have, and each one must play his own part.

If we accomplish something worth while, let not vain pride possess us. If we see failure of cherished hope, let not despair overwhelm us. If we must judge, let justice be tempered with mercy. If we must hate, let it not be men, but evil. If we must struggle for liberty, let it eventuate in the high freedom of responsibility. If we shall come to possess, let it enrich us through self-giving. If we shall learn, even the smallest lesson, let wisdom's humility lift the burden from our hearts.

Thus, if we do at least one worthy act, helpful to another soul, then indeed shall its remembrance fill our hearts with peace when the purple curtain of night is drawn, and sleep kisses us to rest.

—WENDELIN WALDEMAR ARGOW.

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1933, there was a rise in the market price. Porter's recovery was based on breach of contract—271 N. W. Rep. 757.

Commodity Act Taken to Supreme Court

A review of the judgment of the U. S. Circuit Court of Appeals sustaining the Commodity Exchange Act was asked July 23 of the Supreme Court of the United States by Jas. E. Bennett & Co., F. S. Lewis & Co., the Uhlmann Grain Co., Richard Gambrill, Jr., Edwin O. Myers and John O. Fisher, all of Chicago, who contend that the law is unconstitutional as seeking to regulate matters outside of future trading.

They would restrain Sec'y of Agriculture Wallace, Sec'y Roper and Attorney-General Cummings from enforcing the Act. The court will act on the petition in October.

Employer Not Liable for Death by Fumigant

Geo. Waldbauer, foreman, on Aug. 14, 1934, directed an employe to lower him into a concrete bin of the Michigan Bean Co.'s elevator at Saginaw, and took with him a large bag into which he scooped 40 lbs. of rye and seated himself on the stirrup attached to the cable to be hauled up.

When he was near the manhole the employe reached down to take the sack and Waldbauer toppled backward from the seat, falling about 12 feet to the rye in the bin, and when removed about 10 minutes later was dead.

The preceding day when the bin was filled cyanide crystals had been added to develop hydrocyanic acid gas to kill insects. The employe and the foreman both were present when an expert explained the method of fumigation and instructed that no one should enter the bin for removing samples or any other purpose for a period of 72 hours after treatment.

The widow, Ethel Waldbauer, brought suit under the Workmen's Compensation Act against the Michigan Bean Co. for damages, and was granted compensation by the Michigan Department of Labor and Industry.

On appeal by the defendant and its insurer the Supreme Court of Michigan on Dec. 9, 1936, reversed the decision, stating:

The bin had been filled with grain just the day before and, at the very time the deceased entered the bin, the fact of gas therein was discussed between the deceased and his helper. Entering the bin while the gas was operative as a death-dealing agency was an act of volition on the part of the deceased, contrary to the course of his employment and prohibited by every sense of self-preservation. Such an entry involved more than mere negligence; it was intentional and willful and in reckless disregard of consequences. It was suicidal. A prohibited risk, when voluntarily assumed, with knowledge of easily apprehended fatal consequences is not an incident of employment, and an injury so received, is not an accident arising out of and in the course of employment. Plaintiff's decedent was guilty of intentional and willful misconduct, and compensation is barred by Comp. Laws 1929, § 8418.—270 N. W. Rep. 285.

APPRECIATION of business patronage always paves the way for more patronage. "Thank You!" is used more frequently today by successful business men than ever and with pleasing results.

Stocks of Old Wheat in Interior

Washington, D. C., July 23.—Stocks of old wheat in interior mills, elevators and warehouses on July 1, 1937, are estimated by the Crop Reporting Board to be 12,312,000 bus. These are the lowest stocks in the record dating back to 1919 when they were first estimated. Stocks in these positions on July 1, 1936, were 22,476,000 bus. and the 5-year average (1928-32) stocks were 38,565,000 bus.

Asked—Answered

[Readers who fail to find trade information desired should send query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Registration of Trade-Marks

Grain & Feed Journals: I would like some information as to how and where a feed name can be registered. I notice in issues of the Journal a list of the new trade-marks registered.—Stanley B. Simpson, Des Moines Oat Products Co., Des Moines, Ia.

Ans.: Trade-marks are registered in the United States Patent Office after application to the Commissioner of Patents, Washington, D. C. The requirements are a petition; a statement specifying the name, domicile, location and citizenship of the applicant, class of merchandise and particular description of goods, how applied to goods and the length of time it has been used upon such goods; a declaration signed by the applicant under oath before a notary public; a drawing of the trade-mark on Bristol board; five fac similes; and the government fee of \$10.

A pamphlet of 43 pages containing the "United States Statutes concerning The Registration of Trade-Marks, with the Rules of the Patent Office Relating Thereto" may be obtained at small cost from the Government Printing Office, Washington, D. C.

Farmer Profits by Selling at Harvest Time

Lippert S. Ellis, of the Oklahoma Experiment Station at Stillwater, Okla., says:

"A question frequently asked by Oklahoma wheat farmers is whether it is more profitable to sell wheat at harvest time or whether it is more profitable to hold wheat for sale later in the season.

"An analysis of the monthly Oklahoma farm price of wheat for the period 1910-1934 indicates that it has normally been more profitable to sell wheat at harvest time. Occasionally there have been years when it would have been profitable to hold wheat until May, the month in which prices normally reach their peak.

"However, such seasons do not occur very frequently and it requires a good deal of careful study to be able to predict such seasons in advance. Likewise, there are the seasons during which prices drop rapidly and it would be extremely unprofitable to hold wheat long after harvest. If storage operations are to be profitable, one must be able to forecast these different types of seasons at the time the wheat is being harvested. . . ."

"Many folks in the past," according to Ellis, "have decided to store wheat without first counting the full cost of such an operation. At the present time, the commercial storage of wheat will probably cost more than 1.5 cents per bushel per month under most circumstances.

"The following actual case in which 1,516 bushels of wheat were stored for a period of four months indicates part of the storage costs:

"Unload from car into elevator @ $\frac{1}{2}$ c per bu.	\$ 7.08
Insurance, four months	63
Storage @ 1c per bu. per month.	60.64
Shrinkage, .6 per cent or 9.2 bu. @ 75c per bu.	6.90
Turning twice @ $\frac{1}{2}$ c per bu. each time.	7.08
(Law requires that grain be turned at least once each 60 days and it may be turned more frequently if the elevator operator deems it necessary.)	
Load from elevator to car @ $\frac{1}{2}$ c per bu.	7.08

Total storage cost.	\$89.41
Cost per bushel. . . . .	.059
Cost per bushel per month. . . . .	.0148

"It will be noted," he adds, "that the cost of storing this lot of 1,516 bushels of wheat was 1.48 cents per bushel per month. It should be noted, also, that there are other costs than those given in the illustration above. The item of interest should be added by the farmer who finds it necessary to borrow funds to cover operating and other costs until the wheat is sold."

Grain Cleaning and Storage Charges in Oregon

Grain cleaning, storage and handling charges were the principal subjects before a meeting of 25 grain, feed, and seed dealers and warehousemen at McMinnville, Ore., July 7. The meeting adopted a basic minimum schedule for cleaning, storing and handling grain with variations to suit different localities with different operating conditions. The basic rates established, to be assessed on "in" weights, were:

Minimum cleaning charge, 50c. Cleaning common vetch from oats (separating vetch only), \$2.00 ton; cleaning all vetches (cleaning the oats and the vetch), \$3.00 ton; cleaning peas (separating peas only), \$2.00 ton; cleaning peas (means clean oats and clean peas), \$2.50 ton; cleaning grain over cylinder or Carter disc cleaners, \$1.50 ton; cleaning grain over spiral, \$2.00 ton.

Storage charges on coarse grain: \$1.00 per ton January 1, following 15c per ton per month or fraction of month additional, until July 1, next.

On whole grain withdrawn from storage in addition to storage charges a handling charge of \$1.00 per ton will be charged.

On grain withdrawn from storage for the owner's personal use, if either cleaned or ground, a handling charge of \$1.00 per ton plus the charge for cleaning and grinding will be charged up to and including June 30, next.

Screenings removed from storage, ground, up to and including December 31 following, no storage charges. After this date regular storage charges to apply.

On screenings stored in sacks and kept in the owner's individual pile, in addition to grinding charges a handling charge of \$1.00 per ton starting ten days after it is cleaned and the owner is notified the screenings are ready for delivery.

Washington, D. C.—Net imports of corn oil have increased from 9,000,000 to 29,000,000 lbs. a year since 1933, when the United States changed from an exporter of this commodity to an importer. "The establishment by American companies of wet process corn grinding plants in the United Kingdom, France, Czechoslovakia, Germany, Korea, Yugoslavia, Mexico, Argentina, and Brazil has increased the United States imports of corn oil," says the Bureau of Agricultural Economics.

Coming Conventions

Trade conventions are always worth while, as they afford live, progressive grain dealers a chance to meet other merchants from the same industry. You can not afford to pass up these opportunities to cultivate friendly relations and profit by the experience and study of others.

Aug. 19, 20. New York State Hay & Grain Dealers Ass'n, DeWitt-Clinton Hotel, Albany, N. Y.

Sept. 2, 3. Mineral Feed Manufacturers Ass'n, Medinah Club, Chicago, Ill.

Sept. 9, 10. Mutual Millers & Feed Dealers Ass'n, Jamestown, N. Y.

Sept. 13, 14. Independent Feed Dealers' Ass'n of Iowa, Inc., Des Moines, Ia.

Oct. 11, 12. Grain & Feed Dealers National Ass'n, Dallas, Tex.

March 27, 28, 29, 30. Society of Grain Elevator Superintendents of North America, Kansas City, Mo.

Northeastern Indiana Grain Dealers Meet

The Northeastern Indiana Hay & Grain Dealers Ass'n met at Bluffton the evening of July 15. Pres. Garth W. Woodward, Tocsin, presided over the discussions on crop conditions, trade prospects, and current grain buying and shipping problems that followed a healthy dinner.

Wheat outlook over the northern half of the state reflected poor crop promises as reported by delegates. Wheat was reported as low grade, spotted, highly variable in yield and testing from 42 lbs. to 60 lbs. per bushel. Rust damage was reported as severe in many sections.

Shippers present included H. O. Rice and E. P. Gelzleichter, Huntington; Richard Worden, Craigville; Avon Burk, Decatur; A. N. Sprunger, and Victor Stuckey, Berne; Adam Egly, and Joe Martin, Geneva; John Weisell, and Clarence Peters, Portland; D. F. Bender, Pennville; A. W. Snyder, Bluffton; Joe White, Montpelier; Cecil Palmer, Van Buren; Walter Timbrook, Ossian; William Meyer, Preble; John Floyd, Monroe; Robert Henry, Yoder; Sim Burk, Monroe; Ross Lockwood, Keystone; O. D. Way, Liberty Center; Roy Mossburg, Warren; Lella Lesh, and John Miller, Uniondale; Ralph H. Schnilecher and Charles W. Seiwerts, Columbia City; and Garth W. Woodward, Tocsin.

Fred K. Sale, sec'y of the Indiana Grain Dealers Ass'n, was present from Indianapolis; A. E. Leif represented the Grain Dealers Mutual Fire Insurance Co.

Feed, seed, and fertilizer representatives were W. B. Krueck, Ed Bash, Max Krauss, and Louis Wolfe, Fort Wayne; Glen Brown, Huntington; and E. S. Halley, Columbus, O.

Kansas City Superintendents Organize Chapter

T. C. Manning, supt. of the Wabash Elevator, North Kansas City, was elected pres. of the Kansas City Chapter, a unit of the Society of Grain Elevator Superintendents of North America, at an organization meeting in the Savoy hotel, Kansas City, Mo., June 25. Charles F. Peterson, supt. of the Milwaukee Elevator, was elected vice-pres., and R. E. Browne, ass't supt. of the Santa Fe Elevator, was named sec'y.

Directors elected are E. I. Odell, supt. Santa Fe Elevator at Argentine, Kan.; H. E. Armstrong, supt. Katy Elevator, and T. J. Emmert, supt. Wyandotte Elevator, Kansas City, Kan.; H. J. Hixon, supt. Continental Elevator, Kansas City, Mo.; and R. N. Whinery, supt. Christopher & Co.'s elevator at Topeka, Kan.

A Safety Com'te, composed of Harry Madison, supt. Rock Island Elevator, Kansas City, Kan.; H. H. Kimberlin, supt. Midland Flour Mills elevator, North Kansas City, and Camden Riley, supt. of the new River Elevator at Kansas City, was appointed immediately.

Frank A. Theis, prominent Kansas City Board of Trade member, stimulated the meeting with an able address on grain handling problems and his thoughts on what the Chapter might accomplish. The Chapter appointed Pres. Manning, F. J. McDermott, supt. of the Norris Elevator, and Roy Harp, supt. "Kansas" Elevator, as a com'te to confer with Mr. Theis on important problems that may arise from time to time.

In attendance were 22 delegates, of which 18 immediately joined the Chapter. Terminal elevator superintendents from Topeka, St. Joseph, Leavenworth, and other nearby centers are expected to swell the membership of this new unit. Future Chapter programs are expected to be devoted to technical mechanical and operative problems.

Kansas City will entertain the Society's 9th annual convention, which has been scheduled for March 27-30, 1938.

Relationship Between Management and Superintendents

By O. F. BAST, Minneapolis, Minn., before Society of Grain Elevator Superintendents.

My plea is to the management, to co-operate closely with your society, for I believe a closer relationship between the management and superintendents is particularly stimulating and, I feel, will have a far-reaching effect on the successful operations of more terminal elevators and where we are all working for a common cause, the better knowledge that each one has of the other's department the more satisfactory results are bound to be.

I asked an operator the other day to come to the convention with me. His reply was: "No, I am not going; I cannot see where my superintendent's going has shown any appreciable gain in our profits." That, in my opinion, is the wrong attitude. These conventions are great levelers, and tend to remove the class distinction, and you get the bosses and the superintendents out together and they really are and act very much alike, just human after all.

Prejudice Against "Elevator Wheat."—I was reading an article the other day that I thought was very timely and one that should be given a great deal more publicity so as to remove the prejudice that there seems to exist against purchasing grain out of terminal elevators. This article pointed out that the terminal elevators are real hospitals. These elevators are equipped with every type of modern machinery for the scientific treatment of grain to put it in condition. This includes drying, cleaning it from weed seeds, washing it from rust and smut, removing the odor of garlic, eliminating the insect hazard, etc.

Our terminal elevators are the commercial granaries of the world. Wheat is harvested every day of the year in some part of the world, and while the golden stream flows to market constantly, our transportation facilities do not permit a wide enough distribution and rapid enough transportation to give us all new wheat at the time we want it and

therefore it is necessary to provide the facilities that you men are operating to store properly and keep this grain for even a period of years, so that it may still be used for human consumption.

All know how impossible it is to store properly grain on farms, as has been so often advocated, and how necessary our facilities are; but, of course, there is another matter that will have to be sold to the politicians. We, in the United States, have lived thru a score of so-called reform movements in grain marketing. Each is accompanied by a loud noise from many promoters, practically all of them based upon half-truths or outright misrepresentation of the existing marketing system, and while each one of these experiments runs its course, the grain men are condemned in violent terms and all the time the taxpayer's money is being spent to bolster up the experiment.

Of course it is human nature to seek someone to blame, for a man unconsciously tries to save his own face, and we in the grain trade have been chief targets but our system has survived in spite of all this, and, as in your country, our method of handling and distributing is finally adopted by those self-styled demagogues.

Politics.—We hear a great deal about economic royalists and grain gamblers, but they do not bring about the surplus and famines. These conditions are brought about by the uninformed politicians that are striving to copy the strut of Napoleon and the speech of Caesar, and it is my prediction that just as soon as politics takes its finger out of the world movement of wheat and abandons the control of its national producers, there will again be some hope and peace in the world and we will all be better off.

Modern industry has taught men to be dependent upon some other man's ability to create work and jobs, and we must work together. They have gotten the habit of dependency, and offer recruiting ground to dictators who promise to give them security.

They do not realize until too late that dictatorship DEMANDS surrender of personal liberty and freedom, in exchange for PROMISED security, and that the personal security never quite arrives. Democracy does not make nations, but groups into nations those that have been trained to the discipline of self-government and who have learned to prize their liberty above their security. Democracy provides its own rewards, and dictators will fall when a new generation awakes to their failure to provide actual economic security, which is all they have had to promise. So let us work together.

Political Royalists.—Don't let them tell you that money is the goal of every man. Many men would give their last dollar, and spend the rest of their days in a garret, for one day of wide fame, or for one hour of public applause. The desire for fame, or for applause—either can be as dangerous to society as a mania for money. The political royalist is far more dangerous than the economic royalist, and has been responsible for most of the bad pages of industry.

New York, N. Y.—The Corn Industries Research Foundation reports a corn grind of 5,728,455 bus. during June.

J. R. Murray has resigned the office of chairman of the Canadian Wheat Board after serving since late in 1935, conforming to the understanding that he was to be in charge until the wheat surplus had been disposed of. All the wheat has been sold. Vice Chairman McIvor is his successor. W. D. Euler, minister of trade and commerce, states that the Board's policy will be continued for the coming crop season. Under that policy the Board did not buy until the price broke below 90 cents.

From Abroad

Italy's wheat crop is officially estimated at 292,000,000 bus., against a 5-year average of 263,000,000.

Germany's wheat imports during June totaled 10,000,000 bus., nearly as much as was imported during the preceding five months.

Italy may need imports of 26,000,000 to 30,000,000 bus. of wheat to meet domestic requirements during the season ahead, plus a possible 37,000,000 additional from Ethiopia, says a Department of Commerce report.

Japanese flour mills are reported to have purchased large quantities of Manchurian wheat, which is of inferior quality, but cheaper than wheat from Canada, Australia or the U. S., due to the increased world level of wheat prices.

Argentine farmers are complaining about the delayed rainfall. About 6 per cent more wheat has been seeded, but germination has been very irregular and unless general rains are received immediately it will be very difficult to secure a normal crop.

A Netherland ministerial order of June 5, 1937, effective immediately and published in Staatscourant No. 106 of June 7 reduces, from 2 florins to 1 florin per 100 kilos, the monopoly import fee on grains and grain products which have been so damaged prior to importation as to be unsuitable for their original purpose.

Shanghai—Exportation of wheat from China was prohibited by the Chinese government July 6, due to soaring prices caused by a poor harvest last year and a rising world price level. The embargo is effective until June 30, 1933. Miscellaneous cereals for export have been made the target of a heavy export tax to keep them at home.

Australia's first estimate of the 1937-38 wheat area placed at 13,700,000 acres as against 12,609,000 acres harvested in 1936-37. Crop condition reported good to excellent in New South Wales, Western Australia, and South Australia, but good rains needed in New South Wales and particularly in Victoria where sowing was delayed by dry weather.

Stretford, England—Kellogg Co. of Great Britain has begun construction of what H. McEvoy, managing director of the British company, says will be the largest and most up-to-date factory of its kind in the world. The new food products factory is expected to be completed by February, 1938, and to employ 4,000 men when in operation. Jno. S. Metcalf Co., has the contract.

In terms of wages, wheat bread in Russia is more than 20 times as dear as in England. A £25-a-month man in England can buy an eightpenny quarter loaf with his earnings from about 15 minutes' labor. On the basis of 4 roubles a kilo, a loaf of equal weight takes about three-quarters of a full day's pay from his 250-rouble Russian counterpart—and probably a longer day at that.

Spain's loyalist government claims sections of the country which it controls will have the best grain harvest in years, expecting 11,698,000 metric quintals of wheat, a 15 per cent increase, and 8,670,000 quintals of barley, a 14.6 per cent increase over last year. (A metric quintal is 220.46 lbs.). Increased acreage is credited to giving farmers in loyalist territory their own bits of land, to making loans totaling \$29,167,000 and to distributing thousands of tons of fertilizer and seed, mostly on credit and below cost, to assist the farmers in getting a start.

It is impossible for the American people to obtain the standards of living they desire on a 40-hour week basis. Even the level of 1929 is unattainable on an average of 40 hours, unless efficiency of production is materially increased.—Pres. Harold G. Moulton of the Brookings Institution.



O. F. Bast, Minneapolis, Minn.

Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. When you have anything to say of interest to members of the grain trade, send it to the Journals for publication.]

Rubber Checks for Corn

Grain & Feed Journals: We had John M. Cary arrested for giving us a bad check in payment of corn.

This man operated under the name of Carey Grain & Transfer Co., Liberty, Mo., and we understand that he has close to \$5,000 in bad checks scattered about the territory.

So far we have been unable to make a settlement with him and it is doubtful whether he can be convicted on account of the fact that the laws specify that we must establish the fact that he intended to defraud at the time he gave the check.

His contention is that there was sufficient funds in the bank when the check was given; but that he owed the bank on prior demand notes and the bank took the money out of his deposits in payment of these notes, but we have the bank's denial of this statement.

Our own belief is that the man knew quite well that he had no money to cover these checks and by his denial of intent to defraud, clears him of criminal liability under the laws of Iowa as we understand it.—Iowa shipper.

Death of N. C. Webster

Newton C. Webster, an authority on grain weighing and well known to weighmasters of the Boards of Trade and to grain shippers interested in automatic scales, passed away July 16 at Chicago.

Mr. Webster was born at Gresington, Eng., Sept. 30, 1875, and about 1907 came to the United States to take an accounting position with the Avery Scale Co., formerly of Milwaukee. He was later promoted to the managership of the Milwaukee branch, but on the discontinuance of the Avery Company's activities in this country, came into the employ of the Richardson Scale Co.

For three years after May, 1912, he was in charge of the Buffalo office and then became manager of the Chicago office of the

Richardson Co., where he remained for 22 years. His many friends in the trade grieve his loss.

The Wage and Hour Bill

The Black-Connery Bill, S. 2475, empowers a newly created National Labor Standards Board to fix wages at 40 cents per hour as a minimum and to fix hours of work at a maximum of 40 hours per week.

Employment of children under 16 years of age is prohibited.

Workers in agriculture, retail stores, on ships and in fishing are exempted.

Employers claiming the Board's orders are harmful to their business are given right to appeal to the court.

You can not crucify the employer without hurting the employee.

New Storage Tanks at Aurora, Mo.

The Majestic Milling Co., Aurora, Mo., recently completed a modernization program which included replacement of steam engines with electric motors, one 400 horsepower and two 100 horsepower, and the erection of eight cylindrical bins, bringing its total storage capacity to 550,000 bus. of wheat. The eight 138-foot reinforced concrete tanks were completed after nine days of continuous work. The three eight-hour shifts required the services of 150 men, and the storage, when equipped with conveyors, etc., will cost approximately \$100,000.

For the walls of the new bins, workmen poured 3,000 yards of concrete, used nearly 250 tons of reinforcing and structural steel and mixed eighteen thousand 100-lb. bags of cement. The eight new tanks with a total capacity of 350,000 bus., supplement six bins built in 1916, which holds 200,000 bus. of grain.

The Majestic Milling Co. was incorporated in 1906 with a capital of \$160,000 by M. L. Coleman, president; W. H. Scott, vice president; M. T. Davis, secretary and treasurer. A five-story brick structure was completed in 1907 and equipment was installed which enabled the mill, even at that early date, to turn out a thousand barrels of flour, along with 500 barrels of corn meal and large quantities of millstuffs, each day. At the time the mill was built, a single elevator with a capacity of 85,000 bus. was put up. The elevator served until 1916, when it was replaced by six concrete tanks.

By 1916 the annual volume of business had reached \$1,500,000, and Majestic territory included not only the whole United States, but many foreign countries as well. Today the yearly gross sales amount to more than \$4,500,000.

The Majestic Mill was sold to the Dixie Portland Flour Co. in 1934, and is the largest of four mills operated by this concern, the others being at Higginsville, West Plains and Richmond, Va. It also has seven blending plants located at Memphis, Tenn., Mobile, Ala., Jacksonville, Fla., Savannah, Ga., Charlestown, S. C., Wilmington, N. C., and Norfolk, Va. Headquarters for sales is in Memphis, and of the mills, in Kansas City.

Lawson Cook is manager of the local plant, and Charles Althoff is superintendent of production in charge of all Dixie Portland mills. The total force at the Majestic plant, including office employees is 103. The local payroll during 1936 exceeded \$100,000. The storage tanks here were erected by the Ryan Construction Co.

First Rulings Under Patman Act

The Federal Trade Commission on July 18 dismissed complaints against Montgomery Ward & Co. and the Kraft-Phenix Cheese Corporation for alleged violation of the Patman Act.

The Commission found that a controlling fact in the disposition of the case was that the cost of selling to Montgomery Ward & Co. was much less than to ordinary retailers, and that the difference in price came within the terms of a proviso of the Robinson-Patman Act specifically permitting price differentials that make only due allowance for differences in the cost of selling.

The Commission concludes that while it had jurisdiction over the pricing policies of the Kraft-Phenix Co. in its sales to retailers, the price differentials shown by the evidence did not tend to create a monopoly in the respondent nor to lessen or injure competition between the respondent and its competitors. The Commission also held that these price differentials did not tend to injure competition among retailers reselling cheese products.

A large number of grocers located from New York to California and from Detroit to New Orleans had concentrated their buying thru the Biddle Purchasing Co., which passed on the brokerage. The Federal Trade Commission has ordered all these buyers to cease accepting from the Biddle Co. any commission as brokerage or as an allowance. Among the sellers named in the desist orders was the Albert Dickinson Co. The effect of the order is to deprive the buyers of a discount on the price.

The Kraft-Phenix Corporation feels that the prosecution was unjustified as the Commission should have known the facts; and the cost to the company of preparing its defense was \$100,000.

Topsy-Turvy Agricultural Economics

While farmers in Iowa are being presented by the Government with \$13.50 per acre for growing oats for pasture instead of "soil depleting" crops, American consumers are turning to foreign countries for their foods.

Imports of agricultural products that could have been grown in this country have been as follows during the 11 months, July 1, 1936, to June 1, 1937, the imports during the corresponding period of 1935-36 as reported by the Government being given in parentheses:

Corn, 64,150,000 bus. (31,250,000); wheat, 45,606,000 bus. (42,350,000); barley, 15,376,000 bus. (644,000); barley malt, 393,815,000 lbs. (246,133,000); oats, 153,000 bus. (95,000); rice, 162,525,000 lbs. (47,151,000); rye, 3,942,000 bus. (2,111,000); beef, 67,662,000 lbs. (81,158,000); live cattle, 386,000 head (375,000); butter, 14,562,000 lbs. (5,687,000); Government buying of butter helped raise the cost to consumers and made imports possible; eggs, 538,000 dozen (298,000); Government buying of eggs helped to create this profitable market for foreign eggs and egg products: pork, 54,552,000 lbs. (21,165,000); oil cake and meal, 322,739,000 lbs. (167,935,000); flaxseed, 23,435,000 bus. (14,641,000).

The total value of imports competing with those grown in this country was \$700,796,000; against \$526,120,000, as reported by the Bureau of Foreign and Domestic Commerce.

Besides this large sum paid to foreigners the Agricultural Adjustment Administration from May 12, 1933, to June 1, 1937, paid \$2,240,889.332.45 to discourage farmers from producing at home, money wrung from rich and poor alike by burdensome taxation.

Transportation and warehousing escaped Colorado's new 2 per cent service tax which applies on almost everything from shoe shines to dental bills, with the exception of rents.



N. C. Webster, Chicago, Ill., Deceased.

Washington News

The Farm Tenant Aid bill was approved by the President July 23. It authorizes loans to tenants to buy farms, and \$50,000,000 for the purchase by the Government of worthless lands to remove them from cultivation.

The bill appropriating \$1,000,000 for grasshopper destruction passed the House July 14 and the Senate July 15 and was approved by the President July 17. This is the second million made available this year to kill the hoppers.

The Senate Com'ite on Agriculture on July 23 shelved the bills for the new A.A.A. and ever normal granary, for this session, and instead decided to prepare a resolution directing sub-com'ites to hold hearings in different regions on farm aid.

Washington, D. C.—The National Grain Trade Council supplanted the former Grain Com'ite on National Affairs in watching legislation affecting grain exchanges. Chairman of the Council is W. B. Lathrop, pres. of the Kansas City Board of Trade; vice-chairman is F. Peavey Heffelfinger, Minneapolis, and the Washington representative is Edgar Markham.

A Bill, S. 2668, has been introduced by Senator Gillette amending the Farm Credit Act of 1933 to make loans on sealed crops, to create an Excess Commodities Corporation, which corporation shall buy from the Farm Credit Administration any excess above the year's needs, to be resold in the world's markets, or to domestic industries, or to be given away in relief.

Chairman Marvin Jones of the House Agriculture Com'ite announced July 21 that he had invited representatives of all major farm organizations to meet with him July 27 in an effort to agree on a new farm aid legislative program. On July 20 Mr. Jones submitted to the com'ite a bill embodying his ideas, setting up marketing quotas, creating the Surplus Reserve Loan Corporation and imposing the following processing taxes: 2 cents per pound of cotton, 10 cents per bushel of wheat, 10 cents per bushel of rice, 20 per cent of the first sale price of tobacco.

Bill for Payment of Grain Elevator Claims

Senator Nye has introduced S. J. Resolution 170 authorizing and directing the comptroller general to certify for payment certain claims of grain elevators and grain firms to cover insurance and interest on wheat during the years 1919 and 1920 as per a certain contract authorized by the President.

The President by executive order May 14, 1919, declared "I authorize the Food Administration Grain Corporation * * * to enter into such voluntary agreements to make such arrangements and to do and perform all such acts and things as may be necessary to carry out the purposes of said Act"; in pursuance of which the Corporation entered into, a certain contract, known as the "Grain Dealers' Agreement," with various independent and farmer grain firms and grain-elevator companies in Montana, North Dakota, South Dakota, Minnesota, Nebraska, Kansas, Iowa, Missouri, Wyoming, and Oklahoma, and wherein it was agreed as follows:

"Fourth. In case the dealer (the elevator firms) shall be unable, after using every effort and all diligence to ship in any week such total of grain as makes the equivalent of at least 20 per centum of the amount of wheat in his elevator and owned by him at the beginning of such week, the Grain Corporation shall pay to the dealer to cover insurance and interest for such week seven-twentieths of 1 cent per bushel on the wheat in the elevator owned by him at the beginning of such week."

The bill has been read twice and referred to the com'ite on agriculture.

Method of Clearing Grain from Port Arthur-Ft. William

By J. A. SPEERS, of Lake Shippers Clearance Ass'n, before Society of Grain Elevator Superintendents

Canada has three outlets to take care of its western grain production: Pacific coast, with a storage capacity of 21,000,000 bus.; Churchill, 2,500,000 bus., and Fort William-Port Arthur, capacity approximately 93,000,000 bus.

The largest wheat crop was produced in 1928 when farmers marketed 453,000,000 bus. They delivered to country points between Aug. 1 and Nov. 30, 334,000,000 bus., the balance of deliveries being spread over the other eight months. Deliveries for the first four months of the new crop were a little better than 73% and this is the approximate percentage of each year's crop delivered during the same period.

To handle this heavy movement the trade has provided 5,300 country elevators with a storage capacity of 200,000,000 bus.

Each railway operates a polling yard in the west end of the city where the cars are run over what is known as the "hump" and as they proceed down-grade they are diverted by switchmen to sidings allocated to the various elevators. While the car is en route to the siding the speed is controlled by a man known as a "hump-rider." This method of switching makes it possible to handle a maximum 24 hours' receipts in two 8-hour shifts.

The first wheat arrived at the head of the lakes in 1881 and was handled in sacks.

Elevators Constructed.—In 1883 the first terminal elevator was built by the Canadian Pacific Railway Co. at Port Arthur and had a capacity of 250,000 bus. Between 1883 and 1904 the railways built and operated all the terminals at the Head of the Lakes, but in 1904 the first two privately-owned elevators were built at Fort William. Since then the railway companies have discontinued operating elevators. As a result of this change the elevators now perform a more varied and valuable service in the marketing of grain. Between 1907 and 1912 the number of terminals gradually increased and the linking up of terminals with lines of country elevators became a definite feature of the system.

By 1925 twenty-five elevators, with a capacity of about 23,000,000 bus., were operated under private elevator licenses, and there were ten elevators, with a capacity of 40,000,000 bus., operating under public elevator licenses. Just as the trend was away from railway-operated elevators so was there a gradual swing from public terminal licenses to semi-public terminal licenses until today all terminal elevators, including railway-owned elevators leased to private companies, are under semi-public terminal licenses.

Public, semi-public and private elevators operate under license from the Board of Grain Commissioners for Canada. Maximum charges for cleaning, storing and handling are under the Board's control. The Board also registers warehouse receipts issued by the terminal elevators here to cover grain received into store. These warehouse receipts are considered high-class negotiable documents.

Handling Capacity.—The semi-public terminal elevators located at Fort William-Port Arthur, on a water-frontage of 25 miles, have a conservative ten-hour unloading capacity of 3,000 cars, containing 4,000,000 bus. of grain, which is cleaned prior to being placed in storage bins. At the same time, they could load from 6,000,000 to 8,000,000

bus. into boats. In three consecutive days, Nov. 28-29-30, 1928, a total of 21,000,000 bus. was shipped, with the largest day's shipments coming on Nov. 30, when 7,933,000 bus. were loaded into the holds of 29 lake vessels.

The largest wheat cargo ever floated on Lake Superior, and I think I would be safe in saying in the world, was loaded into the steamer Lemoyne July 27, 1929, when she carried away 571,796-30 No. 2 northern Manitoba wheat. This vessel also loaded a cargo of 550,069-40 No. 1 northern Manitoba wheat on Oct. 3, 1929, at pool terminal No. 7, weighing time 4 hours 15 minutes, actual loading time 5 hours 15 minutes.

Inspection.—All grain consigned to terminal elevators is provisionally inspected by the Dominion Government Inspection Department at Winnipeg or other western points, final grade being set when unloaded. The inward inspectors' sample on which the final grade is set, is taken by an automatic sampler installed by the elevator company under the authority of the Board of Grain Commissioners for Canada, while hand samples of outward shipments are taken by inspectors during the process of loading.

The Lake Shippers Clearance Ass'n is a mutual association, not incorporated, organized in September, 1909, by the grain shippers, operating as a clearing house for grain documents, somewhat on the principle of a bank clearing house, combining all the documents of the different shippers to give vessels the maximum of dispatch in loading, and also to increase the movement by rail in the same way by combining the shipments so that cars can be distributed to the best advantage to the terminals for loading and eliminating switching as far as possible.

Warehouse receipts issued by any elevator under the authority of the Board of Grain Commissioners for Canada, and declared regular by the rules of the Winnipeg Grain Exchange, are tenderable in satisfaction of any purchase of grain made in the grain markets. Consequently, when a shipper buys, say a cargo of 200,000 bus., he is likely to have delivered him warehouse receipts of every elevator on the water front, as every elevator is unloading every day, and their warehouse receipts are continually coming on the market. It can be readily seen that without such a clearing house for documents as is provided by this association the shipper would have to send his boat to every elevator in the port, causing serious loss of time to the boat, which would have to be reflected in the freight rate, as well as loss of interest and storage to the shipper thru delay in loading which would add to the cost of marketing.

This was the condition obtaining which this association was created to overcome by the clearing of grain documents.

The banks appreciated the formation of the association as it provided them with a means of protecting their securities that they did not have previously. Prior to the formation of the association, the grain documents assigned to the bank as security for advances were held in their own office until they were required for shipment, when they had to be handed back to the borrower just at the time they were being turned into money in the shape of boat or rail Bs/L. The association bridged this gap in the hold-

[Concluded on page 72]

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds are always welcome.

Omaha, Neb., July 24.—The corn crop in this section is looking fine.—A. P. Olsen.

Dallas, Tex., July 20.—Fine prospects for corn. Wheat was fine and brot good price, mills paying \$1.15 to \$1.20 at door.—A. S. Lewis.

Duluth, Minn.—Reports of a large hay crop are drifting in, with some heavy yields shown as compared to last year.—F.G.C.

Omaha, Neb., July 13.—We had a fine rain here last night and the prospects for a good crop in this locality are perfect.—M. T. Olsen.

Boonville, Ind.—Otto C. G. Roller, mgr. of the Boonville Mills, reports considerable wheat has been received at the plant and that the quality is good.—W.B.C.

Waynesville, O., July 17.—Wheat is running from fair to poor in quality and yield. Corn looks fine. Very wet. Not much threshing done at this date.—Everett Early.

Higginsville, Mo., July 19.—We had a nice rain last night and several showers last week and it looks as tho we are going to have a corn crop.—A. H. Meinershagen, sec'y Missouri Grain Dealers & Millers Ass'n.

Spokane, Wash., July 13.—Wheat farmers of the Inland Empire probably will harvest the next to the best crop in history, according to Ernest Schulz, manager of the North Pacific Grain Growers, Inc.—F. K. H.

Manson, Ia., July 22.—We took in about 1,000 bus. of new oats today testing from 29 to 32 lbs., and the first 20-acre field threshed out 58 bus. to the acre by machine measure.—Gerhard Larson, mgr. Fred M. Davis Grain Co., Inc.

Kirkland, Ill., July 22.—Winter wheat fair; spring wheat almost a failure; barley mostly feeding quality; rye good; oats medium yields, mostly good quality; corn bumper crop; beans good; pastures getting dry.—Kirkland Coal & Feed Co.

Ft. Worth, Tex., July 24.—It now appears that Texas should have a very good corn crop. Several spots in the southern part of the state are not so good, but central and north Texas seem to have a very good crop, which should start moving the last half of August.—Transit Grain & Commission Co., by T. F. West.

Winchester, Ind., July 17.—Some of this low grade wheat is being bought as low as 50c a bu. and strange to relate the farmers are not kicking a great deal on the discounts. They know they have something that is of very little value and most of it is too wet to keep on the farm.—Goodrich Bros. Co., C. C. Barnes, ex-vice-pres.

Walla Walla, Wash., July 18.—A general estimate is hard to make at this time, but the wheat crop is placed at around 75% of normal. Most of the wheat straw is short, but heads are well filled and around 4,000,000 bus. of grain will be in the elevators and warehouses before the season ends. Much of the wheat will grade No. 1 and there is little smut this year.—F.K.H.

Winnipeg, Man., July 20.—Except for the northwestern wheat sections of the province where heat and drouth did damage, Manitoba has a wheat crop promising above average. Black rust prevails in Ceres and Marquis wheats and there is chance that the damage may be much more than looked for. I believe that the crop in the three provinces is promising 160,000,000 bus. at this time.—H. C. Donovan, of Thomson & McKinnon.

Springfield, Mo., July 14.—Wheat tests this season have been discouraging. The bulk of the wheat thru this section will test on an average of 52 or 53 lbs. Corn prospects look good, but acreage is not as great as was expected because of rains during the planting season. Considerable planting of cane and soybeans is following wheat harvest. Crop conditions are entirely reversed from last season; pastures rank, and growing crops encouraging.—Lipscomb Grain & Seed Co., Inc., by F. W. Lipscomb.

Higginsville, Mo., July 16.—What we thought was going to be a bumper wheat crop for Missouri turned out to be one of the smallest and poorest crops of wheat Missouri has had for many years. First of June estimates were 41,750,000 bus. First of July estimates are 30,500,000 bus., a loss of nearly 11,000,000 bus. of wheat. Reports show that the greatest damage was done in the western and the highest producing counties in the state. Prospects for a good corn crop are above normal and our oat crop is good.—A. H. Meinershagen, sec'y Missouri Grain Dealers and Millers Ass'n.

Madison, Wis., July 27.—In spite of a 12% loss in alfalfa acreage during the past year. Wisconsin will have one of the largest alfalfa hay crops in the state's history and will probably rank fourth in production in the United States. With the condition of the crop reported at 82% of normal at the beginning of the month, the Crop Reporting Service estimates a production this year of over 2,000,000 tons of hay which will be nearly three times as large as the average production of 1928-32 and somewhat greater than the crop harvested in Wisconsin last year.—Wisconsin Crop Reporting Service.

Fargo, N. D., July 21.—Because of its light infestation in Manitoba, few fear severe damage from rust. Nevertheless, it shows no lighter than it did north of Fargo a week ago whereas today severe damage is showing in a few fields as far north as Grafton, becoming more pronounced southward until between Hillsboro and here where many fields are damaged fifty per cent. Heavy damage so far is confined to Marquis and Ceres and only slight in durum and Reward, which varieties comprise the bulk of the acreage.—H. C. Donovan of Thomson & McKinnon.

Sacramento, Cal.—Starting of the harvest of Sacramento County's 35,000 acre wheat crop has revealed that a 75-acre field is yielding an average of 25 sacks to the acre. Such a yield is believed to be a record for this section. Grain men report never having seen such a crop before. The wheat is the Onas variety, a grain raised primarily for feed and not flour. The grain stands about three feet high and is so heavy in places it is necessary for the harvester to back up and take another try at it. The county's 20,000-acre crop of barley was poor this year, and the 10,000-acre crop of oats was almost a complete failure. The wet spring was hard on these two crops, drowning out much of the seed.—F. K. H.

Minneapolis, Minn., July 24.—We made a careful survey yesterday of official and private opinion in regard to this year's northwestern flax crop with the following result: In Minnesota, flax is in excellent or good condition in practically every district. Harvesting should begin in the southern tier of counties next week. The average yield is estimated from nine to eleven bus. to the acre. In North Dakota the rains received this week have helped flax tremendously. In the Red River Valley the crop looks excellent while in the western part of the state a fair to good yield may be expected if the late sown flax can be harvested before frost. The yield for North Dakota is estimated from six to eight bus. to the acre. South Dakota, Montana and Iowa have hardly enough acreage to count this year. The consensus of opinion is that we should have at least 10,000,000 bus. of flax of a quality superior to 1936 in the northwestern states.—Archer-Daniels-Midland Co.

Decatur, Ill., July 24.—Another week will wind up most of the wheat harvest. Yields are above average in the southern third of the state. Yields and quality are very uneven northward from this area and range from 8 to 25 bus., according to the degree of maturity at the time of the severe rust infection. The east-central and lower east-central areas appear to have suffered the heaviest damage from rust. Wheat in this section is testing from 40 to 52 lbs. This poor wheat will be used freely as a corn substitute. Corn prospects are perfect; six to eight feet high and looks like a young forest. The large stalks and heavy foliage are using a lot of moisture daily. July is the critical month in the growth of corn. Adverse climatic conditions; hot, dry winds would hinder the natural breeding of the plants. As we have reached the critical period in the life of the crop, any change in the prospect now would not be for the better. Old corn is not wanted, even after the break of 20 cents a bu. The large corn industries report the smallest grind for July in years. Pastures, meadows are mostly good. Cutting of tame hay and some second-crop alfalfa is underway.—Baldwin Elevator Co.

Springfield, Ill., July 21.—Temperature and rain conditions were generally beneficial for crop growth, tho the frequency of showers was unfavorable in localities for haying, harvest and shocked grain. Combining and threshing of winter wheat continued with much variation of results, especially reflecting the spotted effect of rust. Condition and progress of corn is mostly good to excellent, some correspondents asserting the crop prospect is the best in five years. Considerable corn is 6 feet or higher; it has generally been laid by clean; a few fields are half tasseled while many are just beginning to tassel. With oat harvest generally well along the crop is considered mostly good to very good. Soybeans quite uniformly show an average to very good condition, with some individual reporters commenting on heavy foliage and fast growth.—E. W. Holcomb, U. S. Dept. of Ag.

Minneapolis, Minn., July 21.—Unfavorable conditions have definitely and materially reduced the prospective wheat crop since the first of this month. There will be only a moderate outturn of greatly varied quality and test weight. The extreme western territory was eliminated early in the season by drouth. Durum seems to have stood up fairly well, altho this cereal matures later ordinarily than does bread wheat and further deterioration from rust is still possible. In spite of the fact that the barley crop has been injured to some degree by heat, blight and rust, a fair crop is in prospect, especially in those districts in southern Minnesota where some of the most desirable malting qualities originate. However, there will be some barley of such inferior quality that it will be suitable only for feed.—Van Dusen Harrington Co., by Paul C. Rutherford.

Omaha, Neb., July 12.—All business interests of Nebraska rejoiced with the farmers when the government estimate on the wheat crop as of July 1 came out putting the yield of winter wheat just a little less than a month ago. The estimate of 42,393,000 bus. is pretty well supported by the threshing returns as the grain comes to market in volume. The wheat plant has withstood the dry hot weather and the rust threat to good effect and the damage is much less than anticipated. The weather is favorable for threshing operations. None of the wheat is marked "tough" and there is a very small percentage of smutty grain. The average test weight of the marketing in Omaha the first week was about 59 lbs. It will probably run some lighter as the run gets heavier. The quality is high grade for milling purposes. The protein runs high. On the 1, 2 and 3 grades it ranges from 10.80 to 15 and 16% and on the lower grades averages even higher. Nebraska wheat and flour will take first rank in the domestic and export markets.—Nebraska Grain Dealers Ass'n, J. N. Campbell, Sec'y.

Springfield, Ill., July 26.—The condition of crops with the exception of some army worm damage, mainly in the northeastern section of the state, was maintained during the week. Hoppers are rather numerous in many areas over central and northern Illinois and causing increasing concern about the prospect of some damage to late crops. Rains in parts of the state at the end of the week while beneficial to grass and late crops will slow up threshing for a few days and lower the quality somewhat of unthreshed grains. Illinois corn prospect continues one of the best in years and has made exceptional growth up to this time. Many stands of corn show exceptional height, especially in the central part of the state, and the average for the state is over five feet. About 85% of the crop has tasseled or is tasseling.

Soybean Crop Report

The acreage of soybeans grown alone for all purposes in the United States is 6,049,000 acres. An increase of 15 per cent in the acreage in the North Central States represents plantings to supply hay and forage where last summer's drouth damaged clover and alfalfa seedings. South Atlantic and South Central States are growing about 10 per cent smaller acreage of soybeans alone than last year.—A. J. Surratt, agricultural statistician, Springfield, Ill.

SOYBEAN ACREAGE (000 omitted)

	1936	1937		1936	1937
Ill.	1,793	2,008	Ky.	125	112
Ind.	766	812	Tenn.	159	159
Ohio	330	380	Ala.	230	218
Wisc.	118	236	Miss.	274	214
Iowa	504	706	Ark.	179	161
Mo.	350	262	La.	40	44
Va.	104	94	Other	465	385
N. C.	258	258	U. S.	5,635	6,049

Illinois corn acreage of 9,451,000 acres is the largest since the 1932 acreage of 9,817,000. Winter wheat harvest is nearing completion and about 55% of the crop has been threshed. The general prospect is little changed to possibly somewhat lower than that of July 1. The better yields and quality are located in the southern third of the state, with both yield and quality varying from very poor to fair northward. Threshing made wonderful progress last week following previous delays due to rather wet harvest conditions. Oat harvest is completed in the south and well advanced in the northern area. Oats are a large crop and threshing returns have held up to or exceeded expectations in the central and southern areas. Harvest rains have discolored the grain and resulted in some lowering of quality. About 82% of the state oats crop has been harvested and 20% threshed. There is a considerable acreage of late oats in the north due to wet fields delaying seeding last spring.—A. J. Surratt, sr. ag. stat.

Minneapolis, Minn., July 16.—The Northwest Spring Wheat States are now harvesting winter wheat, rye, early oats and barley, and some very good yields are being received. Barley and oats harvest will not be general until the end of July. Some early spring wheat fields are nearing maturity and will be cut in a short time, but wheat harvest will not be general until the beginning of August. In the western sections of South Dakota and North Dakota heat prematurely ripened the small grain and reduced the yields. Grasshoppers and mormon crickets are numerous and causing considerable damage to crops in the dry areas where farmers are obliged to cut the green grain in order to save it from these pests and secure some feed for their livestock. The chief danger is the potential damage from black stem rust, which is now appearing in nearly all wheat fields. Most of Minnesota is in good condition and excellent crops are in prospect. Iowa and Wisconsin are still showing progress in all grains, and although rust is apparent in some fields, no severe damage has been done so far. Corn is making steady progress and prospects are bright for a good crop.—T. R. Shaw, editor Cargill Crop Bulletin.

W. C. Horn of Fostoria, Ohio, recently named first vice-pres. of the Farmers' National Grain Corporation, has been named pres. to succeed C. E. Huff of Salina, Kan., who resigned May 18. He was born in Monroeville, O., in 1888, and has long been in the grain business. He is a former president of the Ohio Farmers Grain Dealers' Ass'n.

Corn Imports at Chicago

Imports of corn at Chicago during the month of June are reported by Lyman C. West, statistician of the Board of Trade, to have been 4,284,000 bus., of which 3,682,000 bus. came from Argentina and 422,000 bus. from South Africa.

Imports during May totaled 2,708,000 bus. Cargoes of corn unloaded during July have been as follows:

Date	Steamer	Bushels
July 2	G. L. Torian	95,382
July 3	Soodoc	255,487
July 3	Casco	92,955
July 6	Mondoc	99,419
July 6	Jno. Ericsson	195,294
July 6	J. B. Eads	191,825
July 6	Barge No. 137	192,203
July 8	Cheyenne	97,597
July 9	D. B. Hanna	108,641
July 9	D. B. Stewart	64,929
July 9	Cleveland	71,706
July 10	Hagarty	317,640
July 10	Shaughnessy	298,280
July 10	Canadoc	251,847
July 12	Sarnian	146,376
July 12	Prescodoc	99,958
July 14	Meaford	89,249
July 15	Ontadoc	236,040
July 15	Hamildoc	98,794
July 17	Acadian	89,933
July 17	Saracen	104,110
July 20	Barge No. 137	194,751
July 20	J. B. Eads	189,950
July 23	Ralph Budd	221,328
July 24	Brown Beaver	94,800
July 24	Grain Motor	100,913
July 24	Brulin	82,568
July 24	Capt. Secord	309,733
July 26	Sarnian	154,191
July 26	Dundas	88,808
July 26	F. V. Massey	96,397

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Cannelton, Ind.—The bins of the Dutsche Milling Co. are fairly bursting with wheat, the best quality in many years.—W.B.C.

Minneapolis, Minn., July 12.—A car of new crop rye was received today from Westfield, Ia., by Cargill, Inc. It graded No. 1 rye and had a test weight of 56 lbs.

Minneapolis, Minn., July 26.—The first spring wheat from the 1937 crop was received at Minneapolis last week from South Dakota. This wheat was light in weight, testing only 52½ lbs., with protein ranging from 13.5 to 15.7%. Samples from the new crop showed the effects of heat and rust damage.

Minneapolis, Minn., July 19.—Consigned to the Fraser Smith Co., the first car of new crop winter wheat from Minnesota reached this market today, coming from Mankato. The wheat graded No. 2 hard, had a test weight of 58 lbs., 13% moisture and 11.5% protein. It was bot by the Brooks Elevator Co., which paid \$1.31½ per bu.

Toledo, O., July 22.—Toledo today discharged 79,000 bus. of South African corn for transshipment to Indianapolis, the second arrival of its kind this month. The corn was loaded at Cape Town, South Africa, and transshipped at Mon-

Canadian Wheat Marketings

Wheat marketings in the Prairie Provinces, for the week ending July 9, 1937, amounted to 978,991 bus., an increase of 468,126 bus. from the previous week when 510,865 bus. were marketed. During the corresponding week a year ago, the receipts were 874,130 bus. For the forty-nine weeks ending July 9, 1937, and July 10, 1936, 163,414,342 and 214,273,373 bus. were received from the farms.

Receipts of wheat, oats and barley during the week ending July 16, as reported by R. H. Coats, Dominion Statistician, have been as follows, in bushels:

	Wheat	Oats	Barley
Country Elevators*	955,381	249,196	36,633
Int. Private & Mill Elevs.*	381,565	125,148	11,770
Int. Public & Semi-Pub.	1,013	.....	.....
Terms	6,860	5,866	.....
Vancouver	1,256,772	239,392	70,565
Fort William .....	.....	.....	.....
Georgian Bay Ports	.....	.....	.....
(vessel)	64,077	.....	3,750
Lower Lake Ports (vessel)	562,379	.....	.....
(rail) .....	.....	.....	7,157
St. Lawrence Ports	.....	.....	.....
(vessel)	351,303	47,335	107,090
(rail)	249,750	13,293	98

*Week ending July 9.

Daily Closing Prices

The daily closing prices for wheat, corn, oats, rye, barley and soybeans for September delivery at the following markets for the past 2 weeks have been as follows:

	Wheat													
	Option	July	July	July	July	July	July	July	July	July	July	July	July	July
	High	Low	14	15	16	17	19	20	21	22	23	24	26	27
Chicago	129½	105	127½	125¼	128¼	127¾	126¾	121½	129¼	118¾	119¾	118¼	115½	119¼
Winnipeg*	147	104½	144½	141¾	145½	146¼	142¾	137¾	138¾	134¾	136¾	135¾	131	131¾
Liverpool* .....	.....	.....	146¾	142¾	143¼	146¼	144¾	144	139¼	139¾	138¾	139¾	136½	136
Kansas City	125¾	101½	123¾	121¼	124¾	123¾	123¼	119	119¼	115	116¾	115¼	112	114¾
Minneapolis	144¾	109½	142¾	141	143¾	142¾	141¾	136½	137¾	133¾	133¼	131¾	127¾	130
Duluth	129¼	101	127¼	126¼	128¾	127¾	126	121	120¾	116¼	117¾	117	113¾	115
Milwaukee	129¼	105¼	127¼	125¼	128¾	127¾	126½	121½	122¾	118¾	119¾	118¾	116¾	...
Corn														
Chicago	116½	93¼	112½	112¼	113¾	112¾	110¼	106½	105¾	102	102¼	99¾	96¾	97¾
Kansas City	119¼	93½	115	114½	115½	113¾	111¾	108¼	106	102	101¾	99¾	95¾	94¾
Milwaukee	116½	93½	112¾	112¾	113¾	112¾	110¾	106½	105¾	102¼	102	99¾	96¾	...
Oats														
Chicago	47½	30½	38	37¼	37¾	37¾	35¾	34¾	34¾	34¾	33¾	33¾	33	30¾
Winnipeg*	58½	41	57	54¾	55¾	55¾	54¼	53¾	54¾	53¾	53¾	52¼	48¾	103
Minneapolis	39	28¾	36¾	35¾	35¾	35¾	33¾	32¾	32¾	32¾	32¼	31¾	29¼	29¼
Milwaukee	47½	30¾	38	37½	37¾	37¾	35¾	34¾	34¾	33¾	33¾	33¾	31	...
Rye														
Chicago	103½	73¾	88¾	87	89¾	90	88¾	85¼	86¾	84½	85¼	84½	81¼	82
Minneapolis	100	70¾	86¼	84¾	86¾	87	85¾	82½	83½	80¾	81¾	80¾	77¾	78¾
Winnipeg*	108½	75¾	102¾	98¾	101¾	102	99¾	95	96¾	93	94¾	96¼	92¾	92¾
Duluth	88	72	86¼	84¾	87	87	85¾	82½	83¾	82	82¾	81¾	78	79
Barley														
Minneapolis	59¾	49	58¾	57	58¼	58¼	57¾	56¼	56	54½	54¼	53¾	51¼	54
Winnipeg*	75¼	51	70¾	67¾	68¾	67¾	65¼	64¼	65¾	63¾	63¾	63¾	62½	64¼
Soybeans														
Chicago*	133	103½	116	115½	115½	115½	112¾	109¾	108¼	107½	107¼	106¼	105¼	104¾

*October delivery.

Method of Clearing Grain from Port Arthur-Ft. William

[Concluded from page 69.]

ing of their securities for their account outside of the borrower while they were being changed into boat or rail Bs/L for the bank's account, thus relieve them of the risk they formerly incurred when the documents had to be turned over to the shippers and by them to individual shipping agents, at the lake ports, who were not directly responsible to the banks, and of whose responsibility, financial or otherwise, they had no knowledge.

When documents are deposited to be shipped to the order of any bank, they are recorded accordingly, and periodical statements rendered the bank interested, showing the quantities and different grades held for their account, thus enabling them to keep continual check on securities held by the association in trust for their account.

The association, handling as it does all the outward shipments, and having on call at the terminal elevators large quantities of grain at all times, is in a position to place boats at elevators that are full, and would otherwise have to close down for want of space, and in this way keep all elevators unloading cars, thus maintaining the unloading capacity of the port at its maximum.

This association is not a trading organization, and does not buy or sell grain. It takes delivery of the warehouse receipts in its office in Winnipeg, records them in books under their several grades and elevators, wires the necessary particulars to its Fort William office, and to the several elevators concerned. It receives the shipping orders from the shipper, and where any bank is interested sees that its interests are fully protected, loads the grain out according to terms of loading order; makes out the rail and vessel Bs/L in split quantities as required; obtains the government weight and inspection certificates to correspond with Bs/L; makes out all customs papers, including export entries and consular invoices where required, and delivers all the documents covering the shipment complete to the shipper or the bank, as the case may be. It adjusts and pays all the elevator and other charges and delivers to the shipper detailed manifest showing all charges against the shipment. It also maintains a private wire between its Winnipeg office and its office in Fort William, so that all transactions in connection with shipments, such as changing loading orders, destination, billing instructions, etc., can be carried out with the maximum dispatch.

The Canadian lake fleet, which includes 200 bulk and package freighters with a carrying capacity of about 27,000,000 bus. of wheat, along with American tonnage and the two railways, provides our transportation facilities from the Head of the Lakes to the seaboard.

The Canadian elevators east of the Great Lakes have a capacity of 82,000,000 bus. but they do not perform the same functions as the lakehead terminals, being used for storing and transferring grain for furtherance to its ultimate destination, the cleaning and treating having been completed prior to its being loaded at lakehead terminals.

Seeds are generally poor in calcium, intermediate in the amount of phosphorus they carry. Except soybeans, which are unusually high both in calcium, .2%, and phosphorus, .6 to .7%. Mill by-products of seeds are exceptionally rich in phosphorus, generally poor in calcium, sometimes, when including the outer layers of seed, rich in magnesium. With few exceptions both grains and mill by-products are relatively low in sodium and chlorine.

Elevator and Conveyor Belts

By R. B. Pow, Ft. William, Ont., before Society of Grain Elevator Superintendents

The first reference to belt conveyors in America is noted in the Miller Guide, published in Philadelphia, 1795, described as a broad strip of pliant leather or canvas, receiving material on its upper run and discharging over the end. Up until this time screw conveyors were in use to convey grain and light material products.

Flat belts, sliding in troughs, were used around 1840; but owing to the increase of grain handling and the development of grain elevators or the storage system, in 1850, something had to be done to handle the volume.

Washington Avenue grain elevator, Philadelphia, built in 1859-63, used for conveying, two narrow leather belts run parallel with bent iron bars at intervals to form a trough over which was placed a canvas to carry the grain. These conveyors were very troublesome on account of tearing out of the bars and the uneven stretch of the narrow leather belts.

Discovery of hot vulcanization of rubber was made in 1839 by Charles Goodyear of New Haven, Conn. The second important development was the art of compounding. The third step was the art of combining rubber composition with other structural materials such as textiles, to secure a commercial article that combined the benefit of the rubber and the strength and rigidity of the auxiliary material.

The first rubber conveyor belts were installed on the Docks in Liverpool, England, in 1865; and in 1866 they installed a system consisting of a skip hoist for elevating the grain and belts for distributing it. These belts were 18" x 2 ply and ran at speed of 450 to 500 f.p.m. They were supported on straight wooden rolls. The discharge was effected by running the belt thru a traveling tripper, which was patented in England in 1866 and in the U.S.A. in 1867.

The improvements made in Liverpool were taken up by American engineers and were used at the Washington Ave. Elevator, Philadelphia, in 1873, and in the designing of a new elevator for the Northern Central R.R., Baltimore, in 1876. In the latter elevator the conveyor belts were 30" x 4-ply rubber and ran at a speed of 550 f.p.m. over straight wooden rolls.

This work in the early seventies introduced wide rubber belts into the business of handling grain, and for years after that they were generally sold on the reputation of the manufacturer as to quality.

Durability.—Some of these early conveyor belts were of remarkably good quality considering the art of manufacture was not well developed. Here are two outstanding records:

When the two galleries on the pier of the Washington Ave. grain elevator were erected in 1873, 2—36" belts about 800 ft. long each were installed. In 1900 the two galleries were torn down and replaced by a single one, twice as long.

A new 36" belt was put in and parallel to it a 1,600 ft. belt made by joining the two old belts together. The new belt lasted seven years. The old belts were still there and in use when the elevator was dismantled in 1916, 43 years of service.

The Pennsylvania R. R. Girard Point elevator was torn down in 1916. The original 36x4 belts, put in in 1882, 34 years before, were still in regular use. They were 700 ft. long and ran flat with concentrators at loading points only.

These conveyor belts, you must remember, ran flat and at slow speeds. The load was very light, probably not over 200 bushels

per hour, as against delivery of from 15,000 to 20,000 b.p.h. today.

The belt specifications as given by the engineers for the Girard Point elevator were: "Best quality, smooth surface gum belts"; but as the business grew, the number of belt manufacturers increased and competitive business brought on the market many belts of poor quality. This led to the use of detailed specification for grain belts.

Several specifications have been drawn up by engineering companies. The Metcalf specification calls for "Old Spec., 14 lb. friction; New Spec., 18 lb. friction in 28, 30 and 32 oz. duck." By this is meant a yard of belt duck, which is 36"x42", must weigh either 28, 30 or 32 oz. as specified. The tensile strength of the duck must run 350 lbs. to the inch in the direction of the warp.

Both conveyor and elevator belts are made in the rubber covered or friction surface type. By rubber cover is meant the carcass of the belt is protected by 1/40 inch rubber cover.

In other grain conveyor belts built in the U.S.A. up to 1885 the belts were made to give greater capacity by troughing them over idlers of different types, but after years of experimenting with various idlers, designers of belt elevator equipment reached the conclusion that the right way to convey grain was with flat belts, their reason being flat belts have a good contact with the horizontal idler pulleys and will run straight.

Shortly after this engineers started to experiment with troughed belts and concentrator pulleys were used at the loading points and at intervals along these belts. The first concentrators used were inclined at an angle of 60° and were later reduced to 45°. These angles were too steep, however, and caused longitudinal cracking of the belt; they were again reduced to 35, 30 and 20°, now in common use in troughed belts.

There has been a big improvement in recent years in conveyor equipment; high-grade, anti-friction bearings are used in practically all high-class installations. This, of course, has a tendency to greatly increase belt life.

Technique of rubber manufacture is a complicated subject. The chemistry of the business is not well understood, altho the effect of the various compounding ingredients or powders are not added for the purpose of cheapening or adulterating the compound, but each of them serves the purpose of imparting some specific physical characteristic.

Manufacturers also use several kinds of rubber substitutes, and there are many grades of reclaim rubber used in the business, some of which cost more than certain grades of raw rubber. The knowledge of proper compounding and proper vulcanization to fit belts for the many uses to which they are put comes from long experience and is one of the most valued assets of the belt manufacturer.

Compounding is a necessity because raw rubber does not possess in itself all the qualities needed for the frictioning nor the cover of conveyor and elevator belts. Whether the rubber used is a cheap African rubber or a high-grade Para or plantation rubber, it must be compounded to bring out certain qualities which are needed for the use to which the belt is put.

In its original state, when drawn from the tree, rubber is subject to fermentation like other vegetable juices. These processes are arrested by smoking the liquid, or by coagulating it with chemicals as is done with plan-

tation rubber in the Dutch East Indies, Malaya and Ceylon, where the greatest percentage of rubber comes from.

Strength of friction is in itself no sure index of the quality of the belt. If it were, the plies of fabric might be glued together and show a very high test, but the belt would fail by cracking of the glue. In a similar way a belt can be made with a rubber friction compound that will show a high test when fresh, but will not keep its strength six months. For instance, a low-grade friction, doped with rosin or shellac, might show 18 lbs. when fresh, but less than 10 lbs. when ten months old. The adhesion of the friction depends upon care in manufacture as well as on the inherent strength of the rubber compound. Here are important factors: the openings of the weave of duck, the degree of twist in the threads, the percentage of moisture in the duck when the rubber is pressed into it, the freshness of the friction when pressed together and the freedom of these surfaces from dust and soapstone. All of these factors are under strict control by the best rubber manufacturers.

With the growth of technical knowledge in the belt business there has come greater co-operation between the maker and the user. Specification of grain belts may vary from time to time, but the standard of quality has been raised. Some engineers, prominent in the business, buy rubber belts on the reputation of the makers without detailed specification. Others have written specification, which in the main are re-statements of the maker's own ratings as to weight and strength of duck, strength of friction and lay-up of plies.

How to keep rubber goods—No matter how good the quality of rubber conveyors or how short a time they are to be kept for use, they are expensive, and it is worth while to give some attention to storage conditions. Oxidation of rubber is promoted by the presence of heat, light and air; therefore, basement rooms are preferable, and the ideal place is a cool, dark cellar, protected from frost in winter and heat in summer. Dry air deteriorates rubber much more rapidly than

moist air; although an excess of moisture is not good for belts, as they are made of fabric. Too much moisture will set up a mildew condition in the fabric and the belt will break as it flexes over the idlers. Many belts have gone out of service from mildew.

Belt Fasteners—Several types of metal fasteners are on the market, such as Bristol, Crescent Plates, Talcott, Flexco and Jackson. Most of these fasteners are used with rivets or have the prongs connected with the plate. The rivets are driven thru the warp threads and compressed around and clinched on the opposite side.

When there is sufficient take-up, factory-made splices are very satisfactory. This type of splice makes for quiet operation and is easier on the belt and equipment. The most important thing in connection with fasteners is to be sure that both ends of the belt are cut straight. Any of these plate fasteners are satisfactory for conveyors.

Belts to elevate grain came into use earlier than conveyors and were described in Miller Guide, 1785, as a leather strap, $4\frac{1}{2}$ " wide, with buckets strapped on the belt every 15". These buckets were made of willow wood, the face of the strap forming the back of the bucket, and had a capacity of one quart per bucket; handling 300 b.p.h. These elevators, with slight improvements, were installed up to 1830.

In 1842, in the first bulk storage elevator on the Great Lakes, built in Buffalo, leather belts were used to elevate grain at 1,000 b.p.h.

At the Washington Ave., Philadelphia, grain elevator in 1859-63, 20" leather belts, $\frac{1}{2}$ " thick, were used; and rubber belts came into the picture for grain handling in the early Seventies, and became popular between the Seventies and Eighties.

There is a growing tendency to rely on the quality which experienced manufacturers build into their regular belts. What the purchaser wants is a grain elevator belt that will last many years without separation of plies. It is not possible to get this by just specifying a certain friction of so many pounds pull, because as explained previously,

high friction test does not necessarily mean a good ageing friction.

One of the most important points in frictioning of duck is that the duck be thoroughly dry. This is done by running it over warm heated rolls. The duck is kept in a hot room and taken from the hot room to the calendaring machine which compresses the friction compound into it.

Grain elevator belts are usually built of 32 oz. duck in 6, 7 and sometimes 8-ply. Specifications generally call for rubber cover to protect the belt against moisture. I believe there are a few 8-ply belts operating here in the Fort William-Port Arthur area.

Weight of duck is not in itself a measure of strength or worth of the belt. These qualities also depend upon the proportion of warp and filler threads, the twist in the threads, the length of the staple, the friction compound. The skill and knowledge of the belt manufacturer in combining these with the right friction and cover, determine the value of the belt for a particular service and its ability to withstand strain, shock and other stresses to which elevator belts are liable.

New Oats Auctioned Off on Chicago Board

Arrival of the first carload of new crop grain on the market always awakens a cheerful spirit among the grain receivers on the floor of 'Change.

To confer official recognition on the sale of the sample the Chicago Board of Trade this year decided to celebrate the occasion by an auction; and the engraving herewith depicts the auction of the first car of Illinois oats July 12.

Grouped around the sample table of Lamson Bros. & Co., who received the consignment are members of the firm, the president of the Chicago Board who conducted the auction, and the high bidder.

The carload was shipped from Bowen, Ill., by T. E. Bilderbach, manager of the Denver Co-operative Elevator Co., was graded No. 1 mixed, test weight $34\frac{1}{2}$ lbs., contained 2,197 bus. 26 lbs., and went to Daniel F. Rice & Co., at 49 cents per bushel.

Auction of First Car of New Crop Oats



1, Geo. E. Booth; 2, Henry J. Rogers; 3, Francis J. Dolan; 4, Edward Niefert, all of Lamson Bros. & Co.; 5, Frank A. Jost, the Successful Bidder, and 6, the President of the Board of Trade

Lakeville Elevator Rebuilt

Utilizing the old foundation, built in the side of a cut thru a hill where the Wabash railroad runs thru Lakeville, Ind., Otto Zeiger has rebuilt the Lakeville Elevator. Above the ground the elevator stands comparatively little higher than its adjoining warehouse, but the space of a full story is added to both the elevator and its warehouse by the deep, concrete walled basement that sets in the side of the railroad cut.

Duplicating the old structure did not admit of many improvements in the design, and leaves something wanting perhaps in efficiency of arrangement.

The new Lakeville Elevator is of frame construction, iron-clad, 24 ft. wide, 26 ft. long, 28 ft. from the ground to the top of the cribbed bins, and capped by a cupola 10 ft. high. Attached to one side is a driveway 14 ft. wide, 34 ft. long.

The new elevator is rated to hold 14,000 bus. in three bins over the driveway, five deep bins in the main house, which are hoppers well above the floor of the full basement, and four retail bins with waist high sacking outlets on the elevator's small work-floor. Bins above the driveway have spout connections to serve farm vehicles.

In the driveway is a Western overhead truck lift, used to dump trucks of varying lengths into either of two pits. One pit is fitted with a Western ear corn drag to carry grain to the Gruendler hammer mill in the basement, but grain in this pit can be diverted directly into the boot of an ear corn leg.

Grain elevating is done with either or both of two legs, both of which are driven by a 7½ h.p. motor, transmitting its power to a jack-shaft, thence by chains to the head shafts.

The ear corn leg has a 15 inch belt, carrying 14x7 inch cups; the small grain leg uses a 9 inch belt and 8x5 inch cups.

The rebuilt Gruendler hammer mill in the elevator basement is driven by a 50 h.p. GE motor thru a short-center Rockwood drive. The full basement leaves plenty of room around the boots and other machinery for cleaning and servicing operations, plus a good deal of space for storage of grain doors, and retail merchandise.

The basement is extended the full way under a 60x24 ft. one-story, frame, iron-clad warehouse attached to one end of the elevator. The basement ceiling is of more than average height because the warehouse and elevator work-floors are at truck bed height. Entrance to the basement is by stairs from the warehouse floor, or thru two doors on the low, track side of the elevator.

A service dock extends the full length of the warehouse, and, together with the driving space, is covered by a canopy roof. In the warehouse is a small, power corn sheller and a one-ton vertical feed mixer. The new beam of a 15 ton Howe truck scale stands under its own cover a few feet from the warehouse.

At one end of the warehouse of Otto Zeiger's old elevator was his office. To serve his new elevator he plans construction of a new office, separate from the elevator and its warehouse.

Legume plants are distinguished by a high calcium content.

Grain Laws and Transportation History

By DR. FORD K. EDWARDS, Transportation Economist, California Railroad Commission

While transportation has been seriously regulated for less than 100 years, hay, grain and feed dealers have been restricted for nearly five thousand years! Consider for a moment the economic and regulatory measures outlined in the first five books of the Bible, including the measures adopted by Moses, and some of the ancient rules applied by the Hindus. The mixing of poor seed with good seed was prohibited; weights and measures were regulated; retail storekeepers' profits were limited to 16⅓%; speculation through price enhancement (now called profiteering) was restricted; under-selling (now called chiseling) was prohibited; usury was prohibited to members of your own tribes; rates of interest were set; likewise wages; the adulteration of goods was prohibited; regulatory measures were extended to monopolies, inheritances, occupations and agriculture; the width of roads was prescribed; and it was even required that the money lender, taking a man's coat as security for a loan, had to return it between sunset and sunrise in order that the borrower might have something to sleep in.

Skipping from the early laws of Moses, which closely parallel some we are familiar with today, we reach the next high point in history in the period of the Greeks. The Athenians at one time or another forbade the exporting of wheat; established the price of salt; established an inspector of weights and measures; and inspected the goods which were to be placed on sale by merchants.

From here we leap to the Roman period, when grain merchants were fined for hoarding grain to raise prices. The price of oil was regulated. The exportation of precious metals was forbidden, and from time to time loaded wagons were forbidden the use of streets except during the evening and night.

Following the collapse of the Roman Empire, we pass into a thousand-year period commonly called the "Dark Ages," during which the sole economic influence was the teachings of the Church. The Church taught that trade was not pleasing to God, that wealth was dangerous to spiritual welfare and that every commodity had one true value, or what was commonly termed the "just price." We are concerned particularly with the establishment of the latter. The "just price," or the price at which it was taught that all goods should be sold, was that price which was sufficient to pay a fair wage to the worker, meet the cost of materials, and compensate for the danger and risks involved in the "anxieties of production." This theory of "just price," conceived during the Middle Ages, does not differ far from the principles of rate making which

appear today in various Federal and State regulatory laws.

The first railroad was established in England about 1830 and this development spread rapidly. In America a high point in transportation development was the opening of the Erie Canal in 1820. Agriculture found that it no longer had to turn its corn into whiskey in order to get it to the Atlantic seaboard.

Railroad development in this country dates from about 1830. One of the first locomotives was a true one-horsepower engine. It was operated by a single horse placed on a treadmill. On one of its first trips, however, it had the misfortune to run into a cow and be derailed, and the ridicule of the press pretty well discouraged the use of that type of motive power. Fortunately, however, the first steam locomotives appeared about this time and progress was not long delayed.

Early rates in the West charged for the movement of freight were 20 cents per ton-mile by oxen, while if an expedited service by mule team was desired, 50 cents per ton-mile was paid. I understand that \$20 per ton-mile was paid for pack trains into the mountains. The first rate structure of the Central Pacific was based on 15 cents a ton-mile. Today the average rate of Western railroads is nearly one cent per ton-mile.

The "why" for rail regulation is the period which extended throughout the 70's, 80's and even later. Some of the practices characterizing this period appear today as somewhat remarkable, to state it mildly. An executive of a leading eastern line testified that only the small shipper and the unsophisticated paid the regular rates. A Senate committee found that a railroad in the northwest had hauled a solid trainload of grain free as a favor to a very large shipper. A major road had a white list and a pink list, the latter including favored shippers, each of whom paid a rate determined by secret contracts and governed by a sacred promise not to ship by a competitor, but most especially by a water competitor. Railroad agents haunted the docks to see that the favored did not weaken. The system was ultimately abandoned, partly because connecting lines couldn't keep their accounts straight and partly because Washington was becoming somewhat restless. In 1884 this carrier paid out in rebates over a million dollars and a representative testified that the actual rate was only one-half the published rate, due to rebates.

The classic example of discrimination was reached when a major concern operating throughout the country forced a small bankrupt railroad, upon threat of withdrawal of its patronage, to haul its products for ten cents a package and then not only required that the same carrier charge its competitors 35 cents but forced the line to surrender to it the difference of 25 cents. It took a Supreme Court decision to break the hold of this shipper over the carrier.

The many abuses and discriminations characterizing this period indicated that under free and unrestricted competition the very large shipper and very large community are well able to take care of themselves, while the middle size and small shippers, as well as the smaller communities, come out at the losing end. Even the large shippers, however, suffered from the instability of rates.



Driveway and Track Sides of New Elevator at Lakeville, Ind.

The continuous uncertainty as to what their competitors were paying proved highly disconcerting, not to mention the ceaseless juggling of their own rates; and of course the rate wars and secret rates proved ruinous to the carriers themselves. This period closed with the development of both Federal and State regulation.

During 1934, California saw its railroads handling a total intrastate traffic of \$19,000,000, while the unregulated contract trucks handled \$40,000,000 worth of business within the State. California was faced with the choice, as were other states and the Federal Government, of seeing its regulations break down with a recurrence of free competition and all its abuses and discriminations to the little fellow, or the adoption of some type of control over all "for hire" truck transportation. This State, along with thirty or more other States, chose the latter alternative, and as a result we have the Highway Carriers' Act upon the statute books today.

Among the most important rate-making factors which must be evaluated in the establishment of the price of any product is the cost of production. Hearings now being conducted by the Commission show no lack of cost studies. There is still difficulty, however, in getting the costs from very small truck operators.

Which reminds me of the story of the young married couple who were just setting up housekeeping. The husband, somewhat perturbed by the rapidity with which his pay check disappeared, requested his wife to set up a simple accounting system to keep track of how the money was spent. At the end of some weeks he asked for her records and noted frequent items reading as follows: \$5 H.O.K., \$10 H.O.K., \$15 H.O.K. Upon asking an explanation as to where this money went, she answered, "Heaven only knows." The trend is toward greater cost consciousness on the part of all truck operators. The factors entering into the determination of a price based upon cost do not differ greatly from the theory of the "just price" taught by the Church fathers during the Middle Ages.

Another extremely important factor is that of competition, not only between rail, water and "for hire" highway transportation, but between all of these carriers and the proprietary type of operation conducted by the shipper himself. The trucker's viewpoint as to this latter was aptly summed up by an operator on the stand, who, in referring to a shipper, stated: "I'm not competing with him, but he's sure competing with me."

In establishment of rates, serious consideration must be given to the cost of what

the shipper can afford to move the article for himself. Also, where several forms of transportation are in competition, the public is entitled to the benefit of rates based on the low cost carrier for the service involved. In practice, the other carriers meet this rate.

Another factor that must be taken into consideration by all regulatory bodies is the statutory requirements such, for example, as the long and short haul clause, appearing in the California Public Utilities Act, and the provisions of the California Highway Carriers' Act that trucking rates for the same service between the same points shall not be higher than rail rates. There are also the additional statutory provisions that in the determination of truck rates consideration shall be given to the cost of providing the service and the value of the article.

In summing up, I would like to say that it is the task of regulatory bodies to interpret these economic factors to the end that the various abuses and discriminations that result from unrestrained competition may be removed; and yet at the same time to preserve for the public the desired benefits that should flow from a free play of these economic forces. The problem is to remove the evil results of the one and yet retain the benefits of the other.

Valuations for insurance based on appraisals made a few years ago do not adequately protect the owner. The increased costs of construction and equipment have raised the replacement cost.

The A. A. Act was sustained as constitutional July 22 in the case of the Edwards Fruit Co., alleging illegal delegation of legislative power of the sec'y of agriculture, by the U. S. Circuit Court of Appeals at San Francisco, Cal., in an opinion written by Justice William Denman, who was a White House guest during his stay in Washington, being a personal friend of the President. Denman held the sec'y's orders to be within the federal police power.

The posting of notices to deliver about 600,000 bus. of corn on July contracts came almost like a flash of lightning from a clear sky since no one thought a quantity anywhere near that large was available for such a purpose. It appears, however, that recent reports of available supplies were misleading in that they did not include all public elevator holdings. Moreover, some of the grain is reported to be of foreign origin. At any rate, the market after an early show of firmness in sympathy with wheat and on short covering, suddenly started downward.—Hulburd, Warren & Chandler.

Government Farm Payments

During 1936 agricultural conservation payments, as reported July 25 by H. R. Tolley, administrator, amounted to \$32,323,303.11, while benefit and rental payments for the year totaled \$235,744,264.42. Total expenditures by the AAA during last year amounted to \$357,338,617.30, including administrative expenses and liquidation of obligations outstanding when the supreme court held sections of the original AAA act unconstitutional.

The report showed that up to Dec. 31, 1936, the AAA had spent approximately \$2 for every \$1 received in processing taxes. Expenditures from May 12, 1933, until the first of this year amounted to \$1,821,952,657.27, while receipts from processing taxes totaled \$944,206,851.84.

The applications for benefit grants covering 283,000,000 acres, represented an estimated 4,000,000 farmers, the report said.

Nearly 31,000,000 acres were diverted from soil-depleting crops while soil building practices were carried out on more than 53,000,000 acres. This meant a shift away from what is called "mining the soil" on a total of 84,000,000 acres.

Buys Railroad to Stay in Business

By J. E. BULLARD

Roy Rawlings, Inc., feed manufacturer at Hope Valley, R. I., faced the embarrassing prospect of having no railroad service. The village in which the mill is located is five and a half miles from the main line of the New York, New Haven and Hartford Railroad. Trucks had taken away about all the business of this short branch except that which the feed mill gave it. Obviously, the mill could not operate without rail connections and if this branch was abandoned the feed miller would have been forced out of business.

There seemed but one satisfactory solution of the problem and that was to buy the branch line. Negotiations were entered into with the railroad and now Roy Rawlings is a railroad president as well as a feed dealer. He has bought the railroad and is thus assured of the service needed to continue in business at the old stand and gets transportation service when he wants it.

The branch is five and a half miles long, is known as the Wood River Branch Railroad and the terminal station is alongside the mill. An internal combustion locomotive is used and the freight cars consigned to the mill or to anyone else in the village are pulled to the end of the line by this engine and the empties hauled back to the main line.



Rhode Island Dealer Operates Railroad to Supply Trade

New Regulations for Commodity Trading

Officials of the Commodity Exchange Administration met with field representatives at Washington, July 20, to discuss methods of enforcement of the new regulations for trading on commodity exchanges effective Aug. 2.

Sec. 17 calls for a new report to be filed by each futures commission merchant showing, by commodities and by markets.

(a) "the total quantity of each commodity bought and the total quantity sold for future delivery by such futures commission merchant on or subject to the rules of each board of trade in the United States and elsewhere, during the month covered by the report; and

(b) "the total amount of open futures contracts long and the total amount of open futures contracts short on the books of such futures commission merchant as of the close of business on the last business day of the month covered by the report, in each commodity, together with the number of accounts long and the number of accounts short in each commodity."

Sec. 18 is a new requirement providing for a detailed report to be made by each futures commission merchant upon call by the Commodity Exchange Administration, showing total amount of margin money and credits and the total amount segregated for the benefit of customers.

Secs. 20 thru 30 are new requirements relating to customers' funds. They provide that all margin money received by futures commission merchants to guarantee customers' trades shall be separately accounted for and when deposited with any bank or trust company must be deposited under a written agreement whereby such bank or trust company waives all claims, liens or right of set-off against such funds.

Sec. 21 provides that all money and equities accruing to a futures commission merchant from any trade or contract in commodity futures made by or thru such futures commission merchant in behalf of any customer shall be considered as accruing to such customer and shall be treated and dealt with as belonging to such customer. Altho the regulations provide that money, etc., received from customers to margin trades shall not be used to margin the trades of futures commission merchants or other cus-

tomers, futures commission merchants are not prohibited from adding to customers' segregated funds such amounts as may be necessary to insure customers' accounts from becoming undermargined. The net equity of one customer may not be used to carry the trades or to offset the net deficit of any other customer or person.

Secs. 31 to 38 inclusive prescribe records which must be maintained by futures commission merchants, all of which must be kept for a period of five years. Provision is also made for maintenance of a monthly statement, commonly known as a "point balance," which accrued to the official closing price all open trades or contracts of customers.

Sec. 39 is a restatement of present Regulation "A" relating to the execution of orders directly between customers of the same firm if after open and competitive offering on the exchange floor they cannot be satisfactorily executed otherwise. Secs. 40 thru 45 are miscellaneous provisions.

Article II embodies the reporting requirements applicable to trade in grains and flaxseed. These are similar in most respects to the present requirements. Special calls are authorized whenever in the judgment of the Chief or Acting Chief of the Commodity Exchange Administration there is danger of congestion in any delivery month.

Article III, which will relate especially to cotton will issue shortly, after which will follow special regulations covering butter, eggs, Irish potatoes, and millfeeds.

Sec. 40. Each futures commission merchant and each member of a contract market shall, upon request, furnish or cause to be furnished to the Commodity Exchange Administration a true copy of any letter, circular, telegram, or report published or given general circulation by such futures commission merchant or member which concerns crop or market information or conditions that affect or tend to affect the price of any commodity, and the true source of or authority for the information contained therein.

Sec. 43. Each contract market shall file with the Commodity Exchange Administration a list of all warehouses in which or out of which commodities are deliverable in satisfaction of futures contracts made on or subject to the rules of such contract market, which list shall show the name, location, and storage capacity of each such warehouse, together with the name and business address of the operator thereof. Such list shall be accompanied by a schedule of the storage charges, handling charges, and the annual fire insurance rate applicable to each such warehouse. The Commodity Exchange Administration shall be kept currently advised of all

changes affecting such information.

Sec. 211. Separate reports on form 203 shall be filed covering each grain in which the person reporting has or controls open contracts in any one future which equal or exceed 200,000 bus. Each such report shall show for the day covered thereby, by markets and by futures:

(a) the amount of open contracts held or controlled by such person in all futures of such grain on all boards of trade in the United States and elsewhere;

(b) the character of the open contracts held or controlled, i. e., whether hedging, spreading, or speculative;

(c) the amount of such grain bought and the amount sold by such person for future delivery on all boards of trade in the United States and elsewhere; and

(d) the amount of such grain delivered by or to such person in settlement of futures contracts.

Sec. 216. Every person who is engaged in merchandising, processing, or dealing in, grain or grain products and who holds or controls open contracts in any one future of any grain on any contract market which equal or exceed 200,000 bus. shall report to the Commodity Exchange Administration on form 204, which report shall be rendered as of the close of business on Friday of each week unless otherwise authorized in writing by the Commodity Exchange Administration upon good cause shown.

Sec. 217. Such report shall contain the following—
[Concluded on page 85.]

New Machine Grades Grain by Width

After many months of testing and after a close check-up of trial installations, the Hart-Carter Company has announced the perfection of a new machine for grading grain by plumpness. Separations that heretofore required special needling or ring grading equipment may now be handled at greater capacity and with greater flexibility on the ingeniously designed cylinders incorporated in the new Uni-flow Width Grader. The same principles which have made Hart Uni-flow Grain Separators outstanding have contributed to the speed of grading and the ease of controlling results.

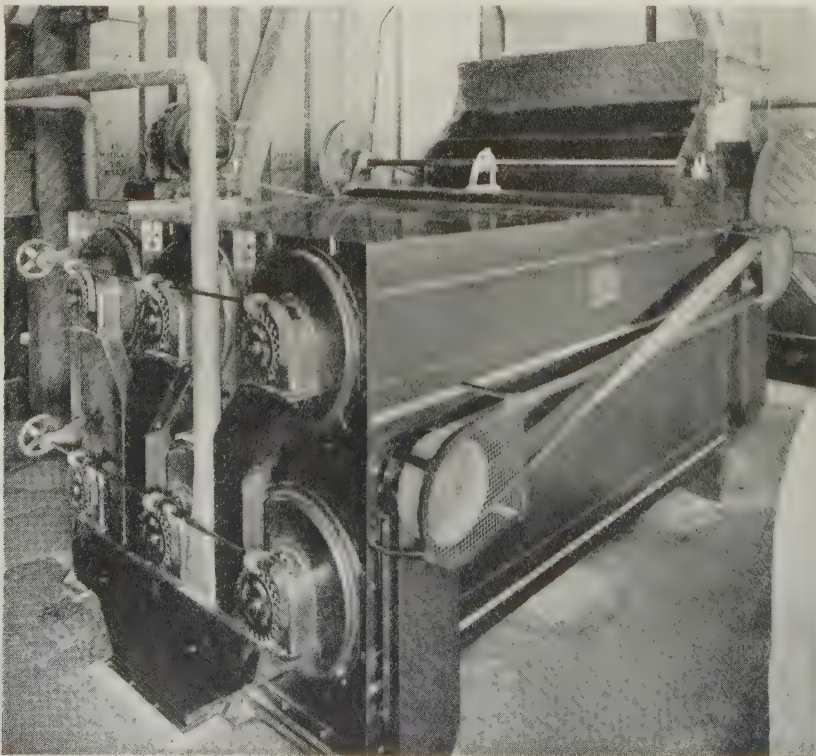
The new Hart Uni-flow Width Grader serves strictly the specialized function that its name suggests of separating different grains into grades according to the thickness of the kernels.

Of wide interest and significance is the unusual job the Width Grader performs on barley. Completely adaptable to the special needs of the cleaning or malting house, it will both needle and grade barley for malting purposes yielding as many or as few grades by plumpness as desired. The application of the Uni-flow Width Grader, however, is by no means limited to barley. It will separate wheat into two grades by thickness for separate grinding in flour mills. It will grade oats by plumpness for the cereal miller and it will grade rye for the distiller and rye miller.

Available in a variety of sizes to meet different capacity requirements, the Uni-flow Width Grader provides also an unusual degree of flexibility within each unit without change of equipment. Supplied to meet whatever thickness separation is specified, it will, at the same time, with only slight and easily made adjustments, permit an amazingly wide grading range of either finer or coarser standard.

The Uni-flow Width Grader is compactly built to provide high capacity in a limited space. It is of all metal construction and is enclosed to insure dustless operation. A feature of the machine is the patented Uni-flow control, a positive power driven mechanism which maintains a uniform flow of grain and a uniform grain line at all times regardless of the mixture going thru the cylinder.

Although just announced, important installations of the Grader have already been completed. Persons interested in getting more complete information are invited to address the makers for an illustrated catalogue.



New Machine Grades Grain by Width.

Grain and Feed Trade News

Reports of new firms, changes, deaths and failures; new elevators, feed mills, improvements, fires, casualties and accidents are solicited.

CALIFORNIA

Bellflower, Cal.—An addition is being built to the feed plant of the Triangle Feed Co., to be used for storage purposes.

Porterville, Cal.—A new grain warehouse, to cost about \$15,000, is being erected here by Charles Cummings, mayor of the city and grain dealer.

Petaluma, Cal.—Construction of a new \$250,000 feed mill and elevator will be started here soon by the Poultry Producers of Central California, it is reported. The site for the plant has been purchased.

CANADA

Toronto, Ont.—The Board of Grain Commissioners for Canada will hold a public meeting in the Council Chamber of the Toronto Board of Trade, King Edward Hotel, this city, on Aug. 10, at 11 a. m., to hear applications of any interested parties for amendments to the current tariff of charges and any other related matters which may properly be brot before the board.

Port Arthur, Ont.—Construction of the new concrete 125,000-bu. workhouse for the terminal elevator of the Gillespie Grain Co. here, replacing its fire loss of last summer, is proceeding a day or two ahead of schedule. Concrete pouring is practically finished and some machinery and spouting has been installed. The structural steel framework for the shipping gallery is about completed also. C. D. Howe, Ltd., is the engineer in charge of construction and the Carter-Halls-Aldinger Co. has the contract. Completion is scheduled for Aug. 31.

Ft. William, Ont.—The Empire Elvtr., capacity 1,750,000 bus., operated by the Canadian Consolidated Grain Co., will be closed Aug. 1 and the employees laid off. The company has been operating two elevators in the Twin Cities during the past few years, the Empire here and the Thunder Bay in Pt. Arthur. The latter house will remain open. At present there is only business enough for one. Five other houses in the Twin Cities not licensed for the current year are: In Fort William, the Consolidated elevator, operated by the Federal Grain, Ltd., with a capacity of 1,750,000 bus.; the Northland elevators, "B" and "E," with a capacity of 2,500,000; the Northland elevator "D," with a capacity of 7,500,000; the Phoenix elevator, 1,000,000, this latter one having also been closed the year previous. In Port Arthur the Stewart elevator, of the Federal Grain, Ltd., has not been in operation since last December.

COLORADO

Hudson, Colo.—W. Steinwald has purchased an elevator here, which he will operate under his own name.

Bethune, Colo.—Mail addressed to the Robinson Elvtr. Co. is returned by the post office marked "Closed."

ILLINOIS

Taylorville, Ill.—An elevator is under construction here for the Sunshine Feed Store.

Melvin, Ill.—The Melvin Farmers Grain Co. recently installed a new Soweigh Motor Truck Scale.

Cissna Park, Ill.—Leslie Markwalder has just installed a trolley type overhead lift in his east elevator.

Benson, Ill.—The equipment of the Benson Farmers Grain Co. has been improved by installing a new Soweigh Scale.

Greenview, Ill.—The Farmers Grain Co. has filed notice of dissolution.

Polo, Ill.—The elevator office owned by Mary L. Rosenstiel was slightly damaged by fire of undetermined origin last month.

Wenona, Ill.—Grain dealers of the Wenona territory held their regular monthly meeting here at the Hotel Stanton the evening of July 22.

Springfield, Ill.—The legislature recently adopted a resolution establishing the period from Aug. 8 to 22 as weed destruction day in Illinois.

Allen (p.o. San Jose), Ill.—The elevator of the Allen Farmers has been painted and the office enlarged after the installation of the new scale last spring.—G. H. R.

Campus, Ill.—Thomas M. Walsh purchased the George Walsh elevator here, at a mortgage sale, for \$5,500, the elevator to be opened at once under the management of Dale Walsh.

Sheldon, Ill.—The Sheldon Farmers Co-op. Elvtr. Co. is improving its premises by erecting an up-to-date office building, the old office being remodeled for the retail seed department.

Fogarty Siding (Lincoln p. o.), Ill.—The Fogarty Grain Co. has been dissolved as a corporation and will be continued as a partnership by Jesse Sparks, Jesse Eury and Edward Warrick, the owners, under the same name.

Manhattan, Ill.—Scraping, retiling and painting our elevator on the Wabash Railroad here has been completed in a very satisfactory manner by Charles Neff. We have also installed a 9x22-foot scale at this elevator.—Manhattan Grain Co., F. J. Lowrey, mgr.

Wenona, Ill.—The grain trade of the Streator territory held its regular meeting here on July 22, at the Stanton Hotel, where dinner was served at 6:30 p. m. At the business meeting following dinner, problems incident to harvest time were discussed by those present.

Weston, Ill.—We put in an electric hoist at our east elevator and bot a garage across the street from our office, 40x50, to use for storing lumber and windows, and also are going to put in a saw to make window frames, etc.—Weston Grain Co. Co-op., W. W. Luhring, mgr.

Lowder, Ill.—The Farmers Elvtr. Co. has completed the installation of a new truck dump, operated by 3-h.p. motor. Electric lights in conduit have been installed thruout elevator and in the office. The driveway floor has been rebuilt to handle heavy duty trucks.—G. H. R.

Sheldon, Ill.—The Interstate Commerce Commission recently authorized the sale of the C. C. & St. L. Ry. terminal elevator property to the Bartlett Frazier Co., of Chicago, which has been operating the property under lease for two or three years. The consideration was \$30,000.

Glasford, Ill.—Harry H. Bruninga is now the sole owner of the Glasford Grain & Milling Co. He has been manager of the business since the milling business was consolidated with the elevator and grain business, owned by A. L. Maple, now deceased, and Jas. A. Peters, several years ago.

Springfield, Ill.—The bill placing highway truckers under control of the Illinois Commerce Commission was vetoed by the governor after receiving an opinion by the attorney-general that it was unconstitutional thru exempting farmers who haul their own products; trucks hauling farm products.

Arcola, Ill.—The Arcola Grain Co. has purchased the Evans Elvtr. Co.'s elevator here. Richard C. Horton, who had been manager of the elevator and who is one of the principals in the Arcola Grain Co., will manage the elevator. The elevator at Chesterville, Ill., also operated by the Evans Co., was not included in the deal.

Royal, Ill.—John J. Grussing, for many years in the grain business here and at Watkins Siding, with his father, J. D. Grussing, has given up this association, and is devoting his time to insurance and real estate loans. J. D. Grussing is conducting the grain business, with the aid of two assistants.—G. H. R.

Parkland (p. o. Manito, r. r. No. 2), Ill.—C. R. Louie, who recently retired as manager at New Berlin, to operate his own elevator here, has since coming here June 1 installed a new air-truck-lift and rebuilt the driveway and approaches. Other improvements are planned after the handling of this crop.—G. H. R.

Kankakee, Ill.—A new corn plant is to be erected here by the General Foods Corp., including storage facilities for about 1,500,000 bus of corn. The plant, which will be located on a 32-acre site recently acquired, will be of concrete, steel and glass construction. Upon its completion next winter, the plant will employ about 200 workers.

Loda, Ill.—The Farmers' Co-op. Elvtr. Co., operating the south elevator here, is considering the erection of a lumber shed, north of its elevator. It plans to erect a shed 60x60x9, one-story frame, composition roof, and build in a new office and scales. The old office will be torn away from the elevator, thus leaving a 75-foot space between the buildings, all of which are on the company's own land.—G. H. R.

Altamont, Ill.—The new 20,000-bu. elevator which has been under construction for some time for George Stroble, to replace the old elevator which has been leased by him for a number of years, has been completed and took in its first grain on July 2. It is electrically operated. Charles Blakely, who has been in charge of the elevator for the past year, will remain in charge of the new house. The coal bins, which have been located near the old elevator, will be moved to the new location soon.

Pekin, Ill.—The Norris Grain Co., of Chicago, has taken over the line of elevators formerly operated by the Turner-Hudnut Co. and all of them will go into operation as soon as they are made ready. They have not been operated for about a year and a half. The elevators are located at Pekin, Chillicothe, Henry, Hennepin and Banner on the river, and at Oakland, Kilbourne, Manito and Parkland at interior rail points. D. P. Moore, formerly on the Peoria Board of Trade, has been made manager, with headquarters at Pekin.

Mt. Carmel, Ill.—The Commonwealth Flour Mills, for many years idle, has been bot by the Bluff City Mills & Elvtr. Co. of this city, which has added a new unloading and scale shed to the south side of the concrete elevator, 44x13x12, composition roof. A new 15-ton Howe Scale, registering type, platform 9x30, and a McMillin Hoist operated by 3-h.p. motor, have been installed. Shed is lighted by electric lights, in conduit. It is planned to tear down all of the small auxiliary buildings, remove the machinery and power unit from the main mill and use the elevator units for storage and handling of grain, and the buildings for storage of feeds. O. O. Schucker is manager.—G. H. R.

Delavan, Ill.—In all probability the Governor will call a special session of the General Assembly and the call will include the regulation of motor vehicles. If this happens it will be perfectly proper to re-introduce our truck bill and if you and your fellow dealers will but continue to let your senators and representatives in the General Assembly know that you look with favor upon this proposed legislation we shall have no trouble in securing the enactment of this bill into law. I hope and trust that you will continue your efforts along the lines just suggested because your ass'n will not cease its efforts to see that adequate laws are passed to regulate these itinerant merchants.—W. E. Culbertson, sec'y Illinois Grain Dealers Ass'n

Olney, Ill.—The Olney Milling Co. has been sold to Arthur E. Schultz, of the Schultz Milling Co., by its owner, Edward J. Houser. Mr. Houser, who has been engaged in the milling business for many years, plans to retire. The name of Houser has been linked with the milling business in Olney for almost 60 years. The late D. H. Houser, father of Edw. Houser, started in the milling business in Olney in 1880. In 1900 he started the Olney Milling Co., and with his son he developed one of the biggest milling and seed businesses in this section.—W.B.C.

CHICAGO NOTES

Board of Trade memberships are selling at \$4,850, an advance of \$350 over the preceding price.

The first car of Illinois-grown new crop rye was auctioned off on the Board of Trade July 14, selling at \$1.05 a bu., 9½ cents a bu. over the price of the July future at the time of the sale. The rye shipment was consigned to Lowell Hoyt & Co. by the Farmers Elevator Co., of Biggs, Ill. It graded No. 1 rye, 56.5 lbs. and 13.7 moisture. It was bot for the B. A. Eckhart Milling Co.

New members of the Chicago Board of Trade include the following: Wm. B. Lathrop and James K. Christopher, both of Kansas City, Mo.; Edward C. Palmer, Sioux City, Ia.; William O. Hunt, Chicago; Charles B. Stout, Memphis, Tenn. Memberships transferred: Paul T. Barnes and the estates of the following: Charles G. Moore, Jules G. Smith, Kenneth J. Muir and Frank S. Tenney.

The Chicago Board of Trade Safe Deposit Co., owner of the Board of Trade building, has reported a net loss of \$295,791 after depreciation of \$305,791 during 1936. Operating income amounted to \$1,845,692. This included \$525,000 primary rent and additional rent of \$340,354 paid by the Board of Trade for its quarters. Other tenants paid \$916,128. There was other miscellaneous income. Operating profit after taxes but before interest and depreciation was \$10,000.

Frank G. Logan, founder of the brokerage house of Logan & Bryan, died July 18, at his home in this city, from heart failure, following several months' illness. He was 85 years of age. At the peak of his career in 1901, he retired as head of the firm of F. G. Logan & Co., which then became Logan & Bryan. Born in New York State, Mr. Logan came to Chicago when he was 19 years old and in 1876 got a job with a receiving house on the Board of Trade. A year later, his entire capital consisting of ability and determination, he went into business for himself, founding the firm bearing his name. With his wife he founded the Mr. and Mrs. Frank G. Logan Art Institute Medal and Prizes in 1916, since which time he gave more than \$76,000 in prizes. He founded the chair of anthropology and evolution and the Logan Archaeological Museum at Beloit College, Beloit, Wis., of which he was a trustee. He was one of the builders of Orchestra Hall, Chicago, and a patron of the Chicago Civic Opera. He aided in the founding of the American College of Surgeons, and the research fund in pathology, surgery and experimental medicine at the University of Chicago. The French Government in 1934 awarded him the Cross of the Legion of Honor in recognition of his contributions to art and science, and for his expeditions to France and French Africa, the French Academy decorated him with the Palms. He was a member of many clubs and societies, including the Union League Club. He was a trustee and later honorary president of the Art Institute. Mr. Logan is survived by his wife and three sons.

Of the 50 grain elevators at Chicago 10 are now licensed under the United States Warehouse Act. These are the four Calumet Elevators "A," "A," Annex, "A" Tanks, "C," all operated by Rosenbaum Bros.; C. & N-W. Ry. Terminal, C. & N-W. Ry. Terminal Annex, both operated by Cargill Illinois Warehouse Co.; New York Central, operated by Central Elevator Co.; the two Rock Island Terminals "C" and "D," operated by the Farmers National Grain

Corporation; and the Wabash Elevator, operated by the Central Elevator Co. Under the federal license there is no segregation of part of the houses as regular for delivery on the Board of Trade contracts, as under the federal rule the entire house becomes regular, and grades lower than the contract grades may be stored therein. Regular elevators remaining under state license are Central "A" and Norris Elevator, both operated by the Norris Grain Elevator Co.; National, operated by Rosenbaum Bros.; Santa Fe, operated by Quincy Elevator Co.; Irondale, operated by Chicago Grain Elevator Co., and Keystone, operated by Edward R. Bacon Grain Co. When Rosenbaum Elevators "A" and "B" are again placed in operation they will be state licensed. The federally licensed houses have a capacity of 21,364,000 bus., and the state licensed houses 15,050,000, including Rosenbaum "A" and "B," out of the total storage in private, public and regular houses of 54,228,000 bus. Steps are being taken to have the stocks of contract grain in the federally licensed regular houses made public, tho not required under the U. S. Warehouse Act.

INDIANA

Mulberry, Ind.—Albert Judge has been appointed manager of W. D. Springer's elevator.

Frankton, Ind.—The capital stock of the Farmers Grain & Coal Co. has been increased to \$50,000.

Star City, Ind.—We have installed a two-ton electric feed mixer and electric Sidney Truck Hoist.—J. C. Phillip.

Rolling Prairie, Ind.—Notice of the final dissolution of the Rolling Prairie Lbr. & Grain Co. has been published.

Topeka, Ind.—The Columbia Grain Co., of Columbia City, has purchased the Nathan Grain Co.'s elevator here.—L.

Waveland, Ind.—A new motor has been installed at the Newton Busenbark Grain Co.'s elevator, of which Chester Heslar is manager.

Horton (R. F. D. Sheridan), Ind.—The Caca Elevator Co. is repainting its elevator and other buildings, making a very attractive appearance.—L.

Francesville, Ind.—The Co-op. Elevator Co. is installing two Hall Signaling Distributors in its plant. Geo. W. Quick & Sons have the contract.

Pleasant Lake, Ind.—The Steuben County Farm Bureau elevator has installed a new Jay Bee Hammer Mill, replacing the old attrition mill.—L.

Russellville, Ind.—The Russellville Flour & Grain Co. has been bot by Dean Webster and Fred McGaughey. Charles Webster was the former owner.

South Milford, Ind.—The Home Grain Co. has repainted its local elevator with aluminum paint and is adding improvements at the La-Grange elevator.—L.

Losantville, Ind.—We have just installed a 15-ton truck scale and a one-ton Kelly Duplex Feed Mixer at our Losantville elevator.—Wilson-Shirley Grain Co. (Blountsville, Ind.).

Brook, Ind.—W. R. Nading, manager of the Standard Elevator Co., who has been confined to his bed for several months, is convalescing, and will soon be back in business regularly.

Bryant, Ind.—The Geneva Milling & Grain Co. has installed a large Blue Streak Hammer Mill direct connected to motor and complete with magnetic separator at its elevator here.

Indianapolis, Ind.—It is reported that the old Hominy Mills building here has been bot by the National Cereal Products Co., which will manufacture feeds after repairs are completed.

Lowell, Ind.—We have rebuilt our elevator pits with concrete and installed one 20-h.p. and one 5-h.p. electric motors to replace the gasoline power.—H. G. Tyler, Lowell Grain & Hay Co.

Howe, Ind.—The Lima Elevator Co. now has two International Harvester engines, one drives a hammer mill and a smaller one drives the elevator. Tex rope drive connections to engines are used.—L.

Goshen, Ind.—The alfalfa meal mill of Dwiggins & Son, which had been running 24 hours a day, was practically destroyed by fire July 21; loss about \$11,000; no insurance was carried on the buildings.—L.

Rosston (r. f. d. No. 3, Zionsville), Ind.—On July 16 fire was discovered in the Goodrich Bros. elevator, caused by hot bearing resulting from shaft being out of line. The fire was extinguished with minor damage.—L.

Holton, Ind.—Charles F. White and Adrian White, doing business as the Farmers Feed Exchange, have dissolved partnership and the business hereafter will be conducted by Adrian White under the name of White's Feed Exchange.

Monroeville, Ind.—The Monroeville Co-op. Co.'s elevator has replaced its steam power with electric motors of the enclosed type. Roller bearings have been installed on four elevator heads and a new cob house will be built to replace old one.—L.

Bluffton, Ind.—The regular meeting of the Northeastern Indiana Hay & Grain Dealers Ass'n was held in the Assembly Room of the First National Bank, this city, recently, attended by 35 dealers. Fred K. Sale, sec'y of the Indiana Grain Dealers Ass'n, was the principal speaker.

New Harmony, Ind.—The George Couch & Sons industry may not be opened by the first of August, as was first hoped. In addition to flour, a full line of feeds will be handled at the mills. The Couch mill will be the successor to the old Corbin mill, one of the early industries of New Harmony.—W.B.C.

Mt. Vernon, Ind.—A seed wheat cleaning and treating machine owned by the Home Mill and Grain Co., the Fuhrer Ford Milling Co., of Mt. Vernon, and another machine, owned by Igleheart Bros., Inc., of Evansville, will operate in Posey County this year, it has been announced by O. B. Riggs, county agricultural agent.—W.B.C.

Bunker Hill, Ind.—The extensive improvements at the Campbell Grain & Seed Co.'s plant have been completed, consisting, among other things, of new electric power, hammer mill and mixer and considerable remodeling of building. Two interesting features in this plant are the Cyclone Collector connected to cleaner in cupola and the new system of dust control applied to the boots.—L.

Wabash, Ind.—The First National Bank, holder of the mortgages, has bot at sheriff's sale two elevators which have been operated for a number of years by John H. Morrow, former county official, under the name of the Morrow Grain Co. The elevator located at Wabash, capacity 30,000 bus., was bot for \$8,000 and the one located at Speicher (Wabash p. o.), capacity 12,000 bus., for \$3,000. Both elevators will be operated by the bank during the year of redemption, and if not bot back by Mr. Morrow, will then be offered for sale.

IOWA

Ireton, Ia.—The Farmers Co-op. Ass'n has installed a large new feed mixer, also a new truck scale, at its elevator.

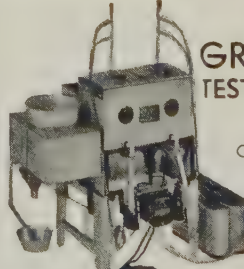
Davenport, Ia.—A loose cup on an elevator leg in the plant of the International Milling Co. broke a sprinkler pipe on July 7.

Council Bluffs, Ia.—The Farmers National Grain Corp. has leased the Chicago, Rock Island & Pacific terminal elevator here.

Denhart, Ia.—Mail addressed to Fred M. Davis Co. is returned by the post office. The correct address is Denhart (Kanawha p. o.), Ia.

Cleghorn, Ia.—The Farmers Elevator Co. is having its elevator leg overhauled and a motor with tex rope drive and roller bearings installed.

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Ft. Dodge, Ia.—The Farmers Elevator Co. is installing a new 30-ton Fairbanks Scale with a 34-foot platform. Walter Weiss is the manager. —Art Torkelson.

Duncombe, Ia.—The Bartlett-Frazier grain elevator which has been closed for some time, re-opened recently under the management of Theodore Arnold.

Minden, Ia.—James Elias, local grain dealer, has taken over the Diamond Grain & Coal Co.'s plant here and has opened the elevator under the name of the Minden Grain & Coal Co.

Owasa, Ia.—The Farmers Elevator Co. is painting its elevator. It recently purchased a new air pump motor. Cy Gummert is the manager. —A. M. Vorhes (Lamson Iowa Falls mgr.)

Waterloo, Ia.—The Soybean Processing Co. is erecting four concrete storage tanks each 100 feet high and 20 feet in diameter, having a combined storage capacity of 96,000 bus. of soybeans.

Ames, Ia.—The Ames Grain & Coal Co. is installing some new machinery including new boots and minor repairs, apparently getting ready for a big oats crop. Work was done by Geo. Todd Const. Co.

Indianola, Ia.—E. H. Felton & Co. have opened their newly erected plant here, reported in the May 26 Journals as under construction. It includes a 10,000-bu elevator and a feed plant. —Art Torkelson.

Lake Park, Ia.—The Farmers Exchange Elevator Co. recently passed the 32nd year in business. A gross of \$383,928 was done last year, \$11,056 was on hand to pay out dividends. Paul Vetter is manager. —Art Torkelson.

Manson, Ia.—The Fred M. Davis Grain Co., Inc., just started business July 1. I bot an interest in Manson, Wieston (Barnum p. o.) and Pioneer and will also manage Rolfe in this connection. —Gerhard Larson, mgr.

Des Moines, Ia.—The grain elevator of Sargent & Co., reported in the July 14 Journals as having been damaged by fire last month, is being repaired at a cost of over \$5,000. —Art Torkelson, with Lamson Bros. & Co.

Oxford, Ia.—L. W. Gifford, who for the past few years has managed the Gifford Grain Co.'s elevator here, has gone to Cedar Rapids to engage in other business, and his son, R. L. Gifford, will take over the local business.

Malvern, Ia.—Kunce & Nelson have installed a new loading leg with high speed buckets at their elevator, enabling them to handle 2,000 bus. of grain an hour. A new roof has been put on the elevator and general repairs made.

Brooklyn, Ia.—H. C. Light & Son are doing some remodeling on their grain elevator, including a new roller-bearing Western Boot and steel pan, together with several other changes. Work is being done by the Geo. Todd Const. Co.

Chillicothe, Ia.—R. H. Lamis is giving his elevator a general overhauling. New equipment will include a Howell direct-connected, geared head drive with GE Motor, a Howell Distributing System and high speed Calumet Cups.

Jordan, Ia.—A. Sterner, local grain buyer, has started action against John Carey, Missouri truckman, seeking judgment for \$665, claiming he sold Carey corn in that amount, accepting in pay a check, which he says the bank on which it was drawn refused to honor.

Council Bluffs, Ia.—The Butler-Welsh Grain Co. has taken over operation of the grain elevator in the Milwaukee railroad yards formerly operated by the Nye-Jenks Grain Co. It is now being operated as the Gateway Terminal elevator. C. V. Larkin is superintendent of the elevator, which has a capacity of 370,000 bus.

Newton, Ia.—C. B. Hennings, former manager of the Farmers Elevator Co.'s elevator at Kellogg, has bot the elevator in Newton. He has completely modernized the plant, installing a new 15-ton Fairbanks Truck Scale and a new office. When the plant is finished he will have a capacity of about 20,000 bus. of grain. The contract was let to the Geo. Todd Const. Co.

Faulkner, Ia.—The Faulkner Grain Co., Max Belz, manager, operating 20,000-bus. grain storage here on the M. & St. L. R. R., has bot the local lumber shed from Ray Waddington and will hereafter operate a lumber business also in Faulkner, which will be affiliated with the Belz Bros. lumber yard at Conrad. The Faulkner Grain Co. is the only grain dealer in Faulkner.

Cherokee, Ia.—The Allison Grain & Coal Co. is starting a custom and commercial mill here, equipped with a 75-h.p. hammer mill, one-ton batch mixer, molasses mixer and hay cutter. A recent daily press report that Steele Bros. would operate this mill was in error.

Rembrandt, Ia.—The Cargill interests at Rembrandt were consolidated with the Rembrandt Farmers Co-op. Grain Co. and are now operating under the management of the Rembrandt company. G. W. Strayer, who, for the past two years has had charge of the Cargill elevator, was transferred to Armour, S. D. E. A. Tongate will be manager of the elevator in Rembrandt.

KANSAS

Leoti, Kan.—The Wichita Terminal Elevator recently sustained damage from wind.

Mullinville, Kan.—The Equity Exchange Elevator has become a federal bonded warehouse.

Spearville, Kan.—New roof and ceiling have been built at the office of the Grain Belt Elevator.

Salina, Kan.—Fire of undetermined origin damaged stock of the Western Star Mill Co. on July 13.

Independence, Kan.—An electric truck hoist has been installed at the elevator of the Bowen Milling Co.

Hoxie, Kan.—The Wyatt Grain Co., of Salina, has leased the Pool Elevator here. Donald English will be manager.

Denmark, Kan.—The Farmers Elevator Co. has appointed L. L. Everly, of Morland, Kan., manager of its elevator.

Satanta, Kan.—The Satanta Co-op. Elevator has been re-opened. The new manager is Henry Hull, who comes from Anthony.

Hayter, Kan.—Mail addressed to E. C. Johnson is returned by the post office. It should be addressed Hayter, mail Anthony, Kan.

Hinton, Kan.—Mail addressed to Charles Burlie is returned by the post office. It should be addressed Hinton (Anthony p. o.), Kan.

Denton, Kan.—A drop cord in a bin of the Denton Farmers Producers Co-op. Ass'n caused a fire which damaged the stock on July 7.

Voda, Kan.—Mail addressed to the Robinson Elevator Co. is returned by the post office. It should be addressed Voda (Collyer p. o.), Kan.

Holton, Kan.—W. E. Beightel and Gilbert Fairley have taken over the management of the local elevator known as the Grange Elevator.

Tyler, Kan.—Mail addressed to the Tyler Co-op. Co. is returned by the post office. Mail should be addressed Tyler (Wichita p. o.), Kan.

LeRoy, Kan.—Moore & Meats have bot the LeRoy Elevator from G. W. Ringle, who has been in the grain and feed business here for many years.

Clay Center, Kan.—Otto Swaller, 76 years of age, manager of the Goffe & Carkener grain office here for nearly 20 years, died at his home June 30.

Hilton (mail McPherson), Kan.—We have just completed an iron clad coal bin having a capacity of three carloads.—E. H. Peden, mgr. Farmers Co-op. Ass'n.

Climax, Kan.—The Arnold & Colyer Grain Co. has installed new 10-ton scales at its elevator. The dump has been rebuilt and re-inforced in order to handle heavy loads.

Russell, Kan.—Fire of undetermined origin destroyed the elevator of the Shellabarger Mill & Elevator Co., together with nearly 10,000 bus. of wheat, on July 4; loss, \$20,000.

Haysville, Kan.—The Haysville Elevator & Supply Co. is increasing the capacity of its elevator by building an additional bin to the north of the elevator and an overhead bin.

Bentley, Kan.—Rex Bridgeman, who has been in the grain business here for several years, has moved to Bluff City, Kan., where he is now manager of the Red Star Elevator.

Allen, Kan.—The Allen Elevator has been leased to F. F. Bunds. The house has been given a thoro overhauling and a large electric motor has been installed to run the machinery.

Osborne, Kan.—The C. E. Robinson Elevator Co. has transferred Alfred Rensmeyer, manager of its house at Collyer, Kan., for several years, to this point, to manage its local elevator.

LOWELL HOIT & CO.

GRAIN BEANS

Ferguson, Kan.—Mail addressed to Schnackenberg & Stark is returned by the post office marked "No such post office in state named." Mail should be addressed to Ferguson, mail Anthony, Kan.

Russell, Kan.—The elevator of Mrs. Henry Fose has been opened with Rue Daniels operating the business for Mrs. Fose. Last year the house was operated by the E. L. Rickel Grain Co., of Salina, Kan.

Morland, Kan.—L. L. Everly, manager of the C. E. Robinson Elevator Co.'s local elevator previous to its destruction by fire in the spring, has moved to Denmark, Kan., where he is managing an elevator.

Collyer, Kan.—Alfred Rensmeyer, who has been manager of the C. E. Robinson Elevator Co.'s elevator here for the past three years, has been transferred by the company to Osborne, Kan., to manage its elevator there.

Kinsley, Kan.—Ira Rankin, who has been manager of the Kinsley Grain & Lbr. Co. for 25 years, has resigned and will retire about Aug. 25. He will be succeeded by Roy Brown, manager of an elevator at Sublette.

Varner, Kan.—Merle Phinney has been appointed manager of the Collingwood Grain Co.'s elevator at this point, succeeding John Rupp, who is moving to Hutchinson to take a position with the state grain inspection office.

Bluff City, Kan.—O. C. Edsall, who has been manager of the Red Star Elevator here for over 11 years, has resigned and is reported to have leased an elevator at another point. He has been succeeded by Rex Bridgeman, of Bentley, Kan.

Manhattan, Kan.—The Farmers Union Elevator was the scene of an attempted burglary shortly after midnight, July 10, but the burglar was captured before he left the elevator office, and said he had served 18 months for a previous burglary.

Garden City, Kan.—M. M. Beeson, who has been a partner with Jess Kisner since 1928 in the business conducted under the name of the Kisner Elevator Co., has bot Mr. Kisner's interests and will conduct the business under the name of the Beeson Grain Co.

Smith Center, Kan.—Included in the new equipment recently installed in the Derby Grain Co.'s elevator was a 3,000-bu. per hour leg, an Ehrsam Head Drive, 7½-h.p., dust tight, Fairbanks-Morse Motor, new steel spouting to all bins and 11x6-inch V buckets. Ben Munson & Sons did the work.

Hanover, Kan.—Improvements at the George J. Imming Elvtr. Co.'s elevator have been completed. The driveway was widened and strengthened to accommodate large trucks, bins were repaired and the elevator put in good condition generally.

Topeka, Kan.—The old Crosby Mill property on the Santa Fe here, has been leased by the Thomas Page Mill Co., of this city, which will make use of the elevator and warehouse only, for storage purposes. The mill has not been operated for several years.

Hopewell, Kan.—At the Davidson Grain Co.'s elevator recently, housing for a line shaft thru a bin broke down when the bin became full, the friction developing fire. Excellent work on the part of the manager made it possible to control the fire with but little damage.

Dodge City, Kan.—J. F. Moyer, sec'y of the Kansas Grain, Feed & Seed Dealers Ass'n, left on July 24 for a swing thru the spring wheat belt of our Northwest and Canada to report crop conditions to members of the ass'n. The trip will cover between 5,000 and 6,000 miles. Frequent bulletins will carry his observations to Kansas dealers.

Wichita, Kan.—F. S. Rexford, of the Grain Dealers Mutual, attempted to bathe in a strange tub at Hutchinson recently, slipped, turned a double somersault and wound his legs around the radiator. Being covered with black and blue spots, Rex doubted the doctor's diagnosis that no bones were broken. Now he is feeling fine and ready to try another bath.

Emporia, Kan.—The elevator of the Emporia Elvtr. Co., owned by the Hugh S. Smith Estate, has been leased by a group of Emporia men, who will operate it. The business now is a partnership formed by W. E. Teichgraeber, the Trusler-Behymer Grain Co., and Merlin J. O'Neill, who has been with the business for the past 11 years and will continue as manager.

Manhattan, Kan.—The Fielding Seed & Grain Co.'s elevator on the Rock Island tracks has been sold to the Brown-Burton Grain Co., the members of the latter firm being Harmon R. Brown and "Ding" Burton. The elevator will be managed by David Page, who has been with the Manhattan Milling Co. for the past 20 years. This sale involves the east elevator only.

Delphos, Kan.—After being struck by lightning on July 16, the mill of the Delphos Milling Co. burned, also the elevator headhouse and part of the grain storage, only two tanks remaining; loss, approximately \$125,000 (including damage to wheat and flour); covered by insurance. The plant, which had a daily capacity of 200 barrels, was one of the oldest in the state, having been erected in 1871.

Savonburg, Kan.—The elevator here owned by Clemings & Wright burned, together with 600 bus. of wheat, on July 3; loss, \$10,000; partly insured. Fire had broken out twice in the elevator the day before and both times had been presumably extinguished. The following day, while the guards watched for another outbreak, the top of the elevator burst into flames. Faulty electric wiring was blamed for the fire. The elevator had been remodeled and opened only a week before, after being idle for several years.

MICHIGAN

Almont, Mich.—The Merriam Flour Mill, an old landmark here, is being taken down.

Melvin, Mich.—The Kerr Grain & Hay Co. is adding a large storage building to its elevator.

Croswell, Mich.—A grain grader and cleaner has been installed by the Croswell Milling Co.

St. Johns, Mich.—The St. Johns Co-op. Co. is installing a new Hall Signaling Distributor.

Ravenna, Mich.—The general feed and grinding business of the Conklin Elvtr. has been reopened, with Fred Taylor in charge.

Windstorm damaged the Handy Electric Mills, Allegan, Mich., and Milburg Growers' Exchange, Milburg (rural station, Benton Harbor), recently.

Freeport, Mich.—The pending deal to sell the Freeport Elvtr. to Harry Reiser, of Hastings, has been called off, and for the present at least C. H. Runciman will continue to operate the local concern.

Nashville, Mich.—The Nashville Elvtr. Co. will install offices across the street from the present office in a building which has been used for storage purposes. The present office building will be razed. It is expected the new quarters will be ready for occupancy about Sept. 1.

Hastings, Mich.—A court opinion has been filed, in the case of the former receiver of the Hastings National Bank against the former directors of the dissolved Hastings Co-op. Elvtr. Ass'n, giving a judgment of \$12,000 against the directors. The case was the outgrowth of loans to the ass'n on a series of notes by the bank which were guaranteed by the directors of the ass'n before it was dissolved.

MINNESOTA

Donaldson, Minn.—K. J. Lind is equipping his elevator with Calumet Cups.

Russell, Minn.—Farmers Independent Elvtr. Co.'s plant was damaged by wind recently.

Marshall, Minn.—E. A. Silver has resigned as sec'y of the Southwest Minnesota Elvtr. Managers Ass'n.

Utica, Minn.—The Terminal Produce Co. is installing new Atlas rubber covered elevator belt and buckets.

Haydenville (Madison p. o.), Minn.—Ralph Gilling is installing an Oglesby Hoist, purchased from L. H. Jacobson.

Two Harbors, Minn.—The Workers & Farmers Co-op. Ass'n is the new name of the former Workers & Farmers Co-op. Co.

Bagley, Minn.—The old lumber shed and stock of the Bagley Co-op. Co. were destroyed by fire of unknown cause on July 9.

Clements, Minn.—The Clements Grain & Coal Co.'s elevator has been remodeled, a new driveway built and new scale installed.

Minnesota Falls (Granite Falls p. o.), Minn.—The McNab Elvtr. is being given a general overhauling, also a new coat of paint.

Imogene, Minn.—Remodeling of the Imogene Elvtr. has been completed. A new pan was installed in the pit and general repairs made.

Williams, Minn.—George H. Berggren has been appointed manager of the Northern Farmers Co-op. Exchange's seed cleaning plant in Williams.

Lafayette, Minn.—The Farmers' Elvtr. Co. recently purchased the Great Western elevator in Lafayette from the St. Anthony & Dakota Elvtr. Co.

Duluth, Minn.—The Archer-Daniels-Midland Co. has leased the 15,000,000-bu. Great Northern elevator here, one of the largest elevators at the head of the lakes.

Kenyon, Minn.—A new 10-bu. Richardson Automatic Scale was recently installed for the Kenyon Farmers' Merc. & Elvtr. Co., the T. E. Ibberson Co. doing the work.

Darwin, Minn.—The Darwin Farmers Co-op. Elvtr. Co. has had a large warehouse built and additional bins put in the elevator. The T. E. Ibberson Co. did the work.

Frost, Minn.—We put in a new leg, hydraulic lifts, head drive, man lift and a few minor improvements. The T. E. Ibberson Co. did the work.—Farmers Co-op. Elvtr. Co.

Stephen, Minn.—The Stephen Grain Co., H. Ostbye manager, has installed a new 15-ton scale. The company is also repairing its coal shed and moving it on a new foundation.

Underwood, Minn.—P. H. Gust, of Henning, Minn., has placed an order with Jack Johnson, of R. R. Howell & Co., for a Unique Auto Magnetic Separator and Scalper for his feed plant here.

Nicollet, Minn.—The elevator belonging to the Nicollet Farmers Exchange has been completely iron clad and the driveway widened. The T. E. Ibberson Co. was given the contract.

Arco, Minn.—The Farmers Co-op. Elvtr. Co. has renewed its articles of incorporation; capital stock, \$25,000; Jacob Oerter, Arndt C. Jensen, August Fehrman and John T. Halling are the incorporators.

Duluth, Minn.—Applicants for membership in the Duluth Board of Trade include R. D. Smith, of Winnipeg, Man., vessel agent, on transfer from G. C. Williams, Mr. Smith intending to open an office in this city.

Rush City, Minn.—The storage capacity of the Amber Milling Co. has been more than doubled by the erection of new concrete tanks. The job is nearing completion and the new addition will be ready to receive grain by the time the crop starts moving.—F.G.C.

Morton, Minn.—Alvin Anderson, for the past six and a half years manager of the Farmers Elvtr. Co.'s elevator at Redwood Falls, has taken over the management of the Morton Farmers Co-op. Grain Co.'s elevator, succeeding Stanley Malecek, resigned.

Watson, Minn.—The Farmers Elvtr. Co. is completely overhauling its elevator, installing new Calumet Buckets and new belt, widening the driveway and making other general repairs. Work is being done by R. W. Oglesby, material furnished by L. H. Jacobson.

Glencoe, Minn.—A warehouse with 10-car capacity has been built here for the Farmers & Merchants Milling Co. The building is covered with galvanized iron. The office was enlarged and new entrance made to same. The T. E. Ibberson Co. had the contract for the work.

Duluth, Minn.—W. Herbert Wilson, 61, died at the home of his sister, Mrs. James W. Wood, recently. He was secretary of the Consolidated Elvtr. Co. and had been employed by the firm and its predecessors, the Lake Superior Elvtr. Co. and the Union & Improvement Elvtr., for the past 46 years.

Jackson, Minn.—General improvements are being made by the Fleischmann Malting Co. in its local elevator. New equipment includes a Howell Steel Boot Tank, two Howell Boots, a new high speed leg with Atlas rubber covered belting and Calumet cups, and a Howell direct connected geared head drive.

Princeton, Minn.—Russell Stewart, who for the past five years has been the representative in this village for the St. Anthony & Dakota Elvtr. Co., has been transferred to the Minneapolis office. O. Grimsgard, who has been the representative of the company at St. Thomas, N. D., will take over the management of the Princeton elevator.

Buffalo Lake, Minn.—The Kellogg Commission Co., of Minneapolis, has purchased the elevator in Buffalo Lake of the Case Grain Co. and plans to either construct a new office and feed room and rebuild the old elevator, or rebuild an entire elevator with a new office and other equipment. Definite action has not yet been taken. H. A. Fischer, formerly of Grass Range, Mont., will be manager of the elevator for the Kellogg Commission Co.

MINNEAPOLIS LETTER

Minneapolis, Minn.—Herb Parker has become associated with the Frank H. Higgins Co., grain commission firm of this city and Duluth. He will have a membership in the local Chamber of Commerce. For the past 13 years Mr. Parker has been with D. R. Wagner & Co., of this city.

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BROKERAGE & COMMISSION

MEMBERS

Fort Worth Grain & Cotton Exchange
Grain & Feed Dealers National Ass'n.
Pan Handle Grain Dealers Ass'n.

Minneapolis, Minn.—New members of the Minneapolis Chamber of Commerce include Arthur J. Lahiff, grain buyer for Quaker Oats Co., and E. J. Cashman.

The Kellogg Grain & Elevator Co., of this city, called the company's different branch managers together to a two-day conference in Chicago, July 11 and 12, to discuss present conditions and the outlook for the new crop year. Those present included Arthur E. Cobb, pres. of the company, of Minneapolis; Godfrey Morgan, vice-pres., John Anderson, sec'y and Harry H. Richardson, of Buffalo; George Aylsworth, of Kansas City; Wm. H. Harter, of Des Moines; J. E. Johnson, of the soybean division, Chicago, and M. L. Cobb, superintendent of elevators, and E. L. Brown, of Minneapolis.

MISSOURI

Oak Grove, Mo.—The Oak Grove Grain Co. recently installed a heavy duty worm gear type Bender Overhead Lift at its elevator.

Phelps City, Mo.—Lee Egbert will operate his recently purchased elevator business here (as reported in the July 14 Journals) under the name of the Egbert Grain Co.

St. Louis, Mo.—Anheuser-Busch, Inc., will spend \$4,750,000 before the end of the year on a building and modernization program, most of which will be spent on stock houses, fermenting and lagering cellars and the general offices.

St. Louis, Mo.—R. E. Wiese has become manager of the St. Louis branch of the Norris Grain Co. He recently resigned as manager of the St. Joseph, Mo., elevator of the Bartlett Frazier Co. He is a former pres. of the St. Joseph Grain Exchange.

Jefferson City, Mo.—The bill to regulate itinerant merchants was vetoed by Governor Stark because it "eliminated competition" thru the requirement that manifests be carried by each merchant setting forth the products carried, the destination point and place of origin.

The following recently joined the ranks of the Missouri Grain Dealers & Millers Ass'n: Moundridge Milling Co., Pleasant Hill; Holden Milling & Elevator Co., Holden; Jackson & Sons, Nevada; O. P. Combs, Lamar; Nevada Flour & Feed Co., Nevada; M. F. Arnold, Butler. Eight others have renewed their membership.

The Missouri Millers Ass'n was recently organized, Carl E. Bolte, of Slater, Mo., being elected pres., and L. M. Lundgaard, of Springfield, vice-pres. Directors in addition to the pres. and vice-pres. are: Joe H. Dulle, Jefferson City; Roy Morrow, Carthage; F. G. Wallace, Independence; Ralph Martin, Kansas City; O. F. Kelley, Boonville.

Higginsville, Mo.—According to the new sales tax law, the customer is given the advantage of the exemption of the 2% sales tax on feed when sold to a feeder to produce a product for resale. Since the burden is placed upon the seller to determine at the time of the sale whether or not the sale is taxable, sellers of feed are directed to take from the purchaser a resale certificate and should retain the same in their records to support any deduction taken on tax reports.—A. H. Meinershagen, sec'y Missouri Grain Dealers & Millers Ass'n.

KANSAS CITY LETTER

The ninth annual convention of the Society of Grain Elevator Superintendents of North America will be held in this city Mar. 27 to 30, 1938.

Death came unexpectedly to Forrest W. Baker, associated with the Uhlmann Grain Co., at St. Luke's Hospital, this city, July 16, following acute appendicitis.

H. K. Hursley has purchased the Kansas City Board of Trade membership of W. G. Hoover for \$6,000, net to seller, an advance of \$750 from the last transfer and the highest price in over a year.

W. G. Hoover, pres. of the A. C. Davis Grain Co., has retired from the grain business and the firm has been dissolved. Mr. Hoover has been a member of the local Board of Trade since 1905. He became associated with the Davis Co. in 1914.

After a leave of absence of 10 months, Francis J. Fitzpatrick is again at his office in the Simonds-Shields-Lonsdale Grain Co.'s quarters. He occupied his time at Minneapolis with the Federal Surplus Commodities Corp. as buyer of grains for seed distribution in the Northwest.

Kansas City, Mo.—The Norris Grain Co. has renewed its lease on the Burlington Elevator here, having a capacity of 2,500,000 bus.

Kansas City, Kan.—The 3,000,000-bu. elevator erected by the City of Kansas City, Kan., and leased to the Hart-Bartlett-Sturtevant Grain Co., began taking in carlot quantities of wheat on July 19, after testing of machinery and preliminary running of grain thru the headhouse the week previous. Grain will be stored in only about one-half of the elevator for the present, some work still to be done on a portion of the structure. The new house will be known as the River-Rail Elevator.

ST. JOSEPH LETTER

St. Joseph, Mo.—Jerome Taylor, who for the past several months has been connected with the Chicago office of the Stratton Grain Co., has returned to St. Joseph to resume his duties in the local office.

The 2,500,000-bu. grain elevator under lease to Bartlett Frazier Co. for a number of years prior to July 1 has been leased to the Commander-Larabee Milling Co. The acquisition of this space gives the Commander-Larabee and Archer-Daniels-Midland Co. interests a total of 4,750,000 bus. storage space in the St. Joseph market.

C. N. Ogden has been elected to membership in the St. Joseph Grain Exchange, on transfer from P. D. Sittler. Mr. Ogden will conduct a cash grain trade for account of B. C. Christopher & Co. here. Mr. Sittler continues as manager of the futures trading business of the firm at St. Joseph. B. K. Smoot, of Salina, Kan., has applied for membership in the local exchange.

The 1,000,000-bu. Burlington Elevator has been leased to the Salina Terminal Elevator Co., which has placed Ken Clark in charge as manager. This elevator, which is an up-to-date concrete house, idle for the past year, was formerly operated as the St. Joseph Public Terminal Elevator Co. The Salina Terminal Elevator Co. owns and operates a 1,000,000-bu. elevator at Salina, Kan., one of the same capacity at Hutchinson and operates 1,000,000 bus. of storage at Enid, Okla.

NEBRASKA

Uehling, Neb.—The Holmquist Grain & Lbr. Co. has wrecked its elevator at this station.

Hartington, Neb.—New up-to-date scales have been installed at the John Herfkens elevator.

Murray, Neb.—The grounds about the north elevator here have been improved by putting on crushed stone.

Bushnell, Neb.—Wm. Hagemester will install a new 20-ton Bonded Motor Truck Scale at his local elevator.

Oakland, Neb.—Lewis Tiedke, formerly of Piller, has been appointed manager of the Farmers Union elevator here.

Gretna, Neb.—Leon Cockerill has leased D. C. Cole's elevator here. He also operates the Wright elevator in Papillion, Neb.

Holdrege, Neb.—Two steel tanks are being installed by the Holdrege Roller Mills, giving them 10,000 bus. additional grain storage capacity.

Valley, Neb.—L. S. Hunt has leased the Farmers Elevator Co.'s elevator here, which will be operated as the Hunt Grain Co.—C. S. Kemper.

Bloomington, Neb.—The Bloomington Equity Exchange elevators have been leased to the Harris Grain Co. and Vern Cummings placed in charge.

Odell, Neb.—C. J. Saum has resigned as manager of the Farmers Elevator Co.'s elevator and has been succeeded by Harold Swanson, of Talmage, Kan.

Breslau, Neb.—The J. J. Mullaney Elevator Co. has transferred Jack Taylor from its elevator at Walthill, Neb. to be manager of its elevator at this point.

Omaha, Neb.—The Nye-Jenks Terminal Elevator here is now being operated under the name of the Gateway Elevator by the Butler Welsh Grain Co., which has leased it.

Abdal (Mount Clare p. o.), Neb.—The Farmers Union elevator at this point was opened on July 1, after having been closed for a year or longer. Charles Hopps has been made manager.

Waverly, Neb.—The Farmers Elevator Co. has appointed C. Dech, who has been manager of the Farmers Elevator Co.'s elevator at Silver Creek, Neb., for a number of years, manager of its elevator.

Lawrence, Neb.—The C. B. Seldomridge elevator here was bot the last of June by the Fulton Chesnut Grain Co., of Superior. G. A. Hurley has been retained as local manager—Fulton Chesnut Grain Co.

Tilden, Neb.—The Updike Grain Corp. has purchased the Farmers Elevator from the Norwood Estate and has it about ready for operation. It is a 50,000-bu. house and will be managed by W. H. Westphal.

Walthill, Neb.—Jack Taylor, manager of the local elevator of the J. J. Mullaney Elevator Co., has been transferred by the company to Breslau, Neb., and J. T. Forristal has been appointed manager of the local elevator.

Orleans, Neb.—J. P. Richards has reconditioned his elevator thruout and opened it, after it had been closed for some time on account of insufficient business. Mr. Richards has been in the elevator business since 1888.



Forecast for 1937—WET

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Wilsonville, Neb.—A small boy that it would be great fun to get down in the wheat dump of an elevator here, so in he jumped and consequently nearly suffocated, being rescued from probable death by a helper at the elevator.

Culbertson, Neb.—Sam Johnson, local manager for the Shannon Grain Co., suffered a badly bruised leg recently when he tripped over a suspended belt at the elevator and fell. He was forced to remain at home for several days.

Wahoo, Neb.—James Kearney, manager of the Farmers Co-op. Co. since its organization 23 years ago, has resigned and has been succeeded by R. H. Wenzloff, also with the company since its organization, as bookkeeper.

Silver Creek, Neb.—C. Dech, manager of the Farmers Elvtr. Co.'s elevator at this point for eight years, has accepted a similar position at Waverly, Neb., and has been succeeded here by W. F. Peacock, who operated the local Hord elevator several years ago.

Ralston, Neb.—Otto Erikson, owner of the Ralston Elvtr. Co., was killed and his wife and son injured when their car collided with a truck near South Omaha over the week-end of July 10. Mr. Erikson, who was 59 years of age, was a prominent business man here.

Belgrade, Neb.—Fred Badge, who for the past 12 years has served as manager of the Farmers Elvtr. Co.'s elevator, has resigned to become manager of an elevator at Bellwood. C. F. Malander, a former manager, will take charge of the Belgrade elevator for the present.

Du Bois, Neb.—Charles Story, formerly owner and operator of an elevator at Oneida, Kan., has been appointed manager of the Farmers Union elevator here, succeeding Herbert Westerman, who died recently as the result of being caught in a lineshaft at the elevator, as reported in the July 14 Journals.

Arapahoe, Neb.—The Arapahoe Milling Co.'s mill and warehouse burned July 15, the fire originating on the top floor; partial insurance was carried. About 5,000 bus. of wheat in the grain bins adjoining the mill was damaged slightly. The plant was equipped with new machinery and had a capacity of 100 barrels per day.

NEW YORK

Ransomville, N. Y.—Lightning struck the chimney on the elevator of J. J. Jackson & Son July 10.

New York, N. Y.—New members of the New York Produce Exchange include George Archinal. Associate members are Arthur G. Dunn, John B. Elliman, H. Hellevig and John H. Naffke, Jr.

Belmont, N. Y.—Following an illness of several months due to a complication of diseases, death came to Alvin Fuller, well known feed mill proprietor here for many years, on June 23. He was 73 years of age.

BUFFALO LETTER

Buffalo, N. Y.—Cargill, Inc., has taken over and is now operating the 2,100,000-bu. Great Eastern Elvtr., idle for some time.

Buffalo, N. Y.—Henry & Missert, feed manufacturers, have completed construction of a new four-story plant, tripling their former capacity.

The Eastern States Milling Co. is enlarging its feed blending plant. This improvement will include the construction of additional storage capacity of 36 bins.

Buffalo, N. Y.—The many friends of Godfrey Morgan, gen'l superintendent of the Spencer Kellogg & Sons elevators, will regret to learn that he has again gone to Rochester, Minn., for a minor operation.

Edwin W. Stuhr has resigned as manager of the local division of the Archer-Daniels-Midland Co. and is now associated with the purchasing division of the Co-op. G. L. F. Before coming to Buffalo, Mr. Stuhr was for many years with the Archer-Daniels-Midland Co. in Minneapolis, Minn.

General Mills has purchased the Dakota Elvtr. here, formerly operated by the Superior Elvtr. & Forwarding Co. but idle recently, for the use of the Washburn Crosby Co. in connection with its Frontier Elvtr. The elevator, a steel tank structure, has a capacity of 1,000,000 bus., which will give the Washburn Crosby Co. a total local storage capacity of 6,000,000 bus.

Many of the grain and processing elevator superintendents of the Buffalo territory met July 19 to form the fifth chapter of the Society of Grain Elvtr. Superintendents of North America. The proxies of those on vacation or those busily engaged unloading boats indicated a 100% membership will be had very shortly. E. Fraenheim, Jr., of the Buffalo Forwarding Corp., presided, and both he and Henry Korn, superintendent of the Superior Elvtr. & Forwarding Co.'s elevator, related the highlights of the ass'n's recent annual convention in Fort William-Port Arthur. In addition to the unanimous decision to inaugurate a chapter, the superintendents present seconded Mr. Fraenheim's invitation presented before the Ass'n's annual gathering to meet in Buffalo for their tenth annual convention in 1939. The society has broken the 350 membership mark.

NORTH DAKOTA

Tolna, N. D.—The International Elvtr. Co. is installing a new Atlas rubber covered elevator belt in its local elevator.

Hesper, N. D.—The Farmers Co-op. Elvtr. Co. is improving its plant with the installation of a Howell Duplex Safety Man Lift.

Lansford, N. D.—Andrew Tossett has resigned as manager of the local National-Atlas Elvtr. and will move to Oregon.

Solen, N. D.—John Stockert has been appointed manager of the Farmers Elvtr. Co.'s elevator in Solen, succeeding H. W. Long.

Nash, N. D.—Conrad Lillegard, manager of the Nash Grain & Trading Co.'s elevator for 15 years, has resigned and has been succeeded by Arvid C. Larsen.

White Earth, N. D.—Adolph Grinder, owner and operator of the White Earth Grain Co., died July 11 at the age of 53 years. He leaves a wife and four children.

Tasco (Omeme p. o.), N. D.—Joseph J. Due has been appointed manager of the Minnesota Elvtr. Co.'s elevator here, succeeding Alvin Johnson, resigned.

Haynes, N. D.—Ben Halverson, of Petrel, N. D., has been appointed manager of the Haynes Equity Union Exchange elevator, succeeding Fred Brownell.

Devils Lake, N. D.—The Golden Grain Festival, to be held here on Aug. 5, 6 and 7, will be broadcast to the nation over NBC from 11:30 a. m. to 12:30 p. m. on Aug. 5.

Turtle Lake, N. D.—Robert Boehm, manager of the Farmers Elvtr. Co.'s elevator for several years, has accepted a position as manager of an elevator at Jamestown, N. D.

Clifford, N. D.—The Victoria Elvtr., which has been closed for a year, is undergoing repairs and remodeling for the reopening in the near future under new management.

Grand Forks, N. D.—Trial of an action to recover approximately \$60,000 on the bond of Arthur F. Bonzer, Jr., former manager of the State Mill & Elvtr. here, began July 14.

Westhope, N. D.—The St. Anthony & Dakota Elvtr. Co. has taken over the Great Western Elvtr. here and has re-opened the house, with Ralph Notman, of Lignite, as buyer.

Auburn, N. D.—Improvements have been made to the south elevator in Auburn, recently purchased by the Farmers Elvtr. Co. from Cargill, Inc. The driveway has been modernized to accommodate large trucks, a 20-ton scale has been installed, with a large hopper, and a new engine.

Munich, N. D.—The Schuler Elvtr. has placed an order with J. M. Johnson, of R. R. Howell & Co., for a 15-ton Fairbanks Motor Truck Scale and Howell Sectional Steel Dump Grates.

Buxton, N. D.—The Victoria Elvtr. Co. has appointed Louis Sand, who has been assistant manager of the Farmers Elvtr. Co.'s elevator at Hatton, N. D., manager of its local elevator.

Thompson, N. D.—The Farmers Coop. Elvtr. Co. is improving its receiving facilities by installing a new high speed leg equipped with Atlas rubber covered belting and Calumet Buckets.

Bowman, N. D.—J. E. Phelan, 79, died at his home in Bowman on July 9. He was the organizer of the Western Grain & Lbr. Co., which operates 15 grain elevators and several lumber yards.

New Rockford, N. D.—The J. C. Smith Grain Co.'s elevator has been bot by Dethman & Dethman, of Wolf Point, Mont., and Frank Dethman will be manager. The services of Frank McGrann, who has looked after the business since the death of J. C. Smith a few years ago, will be retained.

Linton, N. D.—Fred Kraenzler, who has been manager of the two Powers Elvtr. Co.'s elevators in Linton, has accepted employment with the Occident Elvtr. Co. and will go to Gackle as its agent there. It is reported that the Occident Co. has purchased the whole line of Powers elevators in the Northwest.

Hatton, N. D.—J. H. Gullickson has been appointed manager of the Farmers Elvtr. Co.'s elevator here, succeeding Gust Sand, who has acted in that capacity for the past year and who now becomes assistant manager. Mr. Gullickson has operated his own elevator at Argyle, Minn., which he has now left in the hands of his son.

OHIO

Delta, O.—A new feed mixer has been added to the equipment of Hite's Feed Mill.

Whiteville (Metamora p. o.), O.—The Whiteville Elvtr. Co. has rebuilt its elevator here that burned a year ago, and is now receiving grain.

Findlay, O.—The nine new grain bins for the Kirk Milling Co. have been completed. They have a capacity of 18,000 bus. and are 78 feet high.

Minster, O.—Minster Farmers Exchange recently installed a revolving screen cleaner, Eureka Separator, No. 2 Sidney Fan Sheller, motors and drives.

Cleveland, O.—The new manager of the grain and feed department of J. Theobald, Jr., Inc., is J. A. Streicher, formerly of Toledo, O., with offices in this city.

Greenfield, O.—The Murphy Milling Co. has leased the Styerwalt Milling Co.'s plant, which includes an 18,000-bu. elevator. Some new equipment is being installed.

Toledo, O.—Carl E. Bryant is now grain buyer for the Toledo Grain & Milling Co. He was formerly assistant sec'y of the Grain & Feed Dealers National Ass'n for many years.

Perrysburg, O.—The Fetterman Milling Co. is erecting a new mill on the property it recently purchased here. It will be a two-story structure, 50x40 feet, metal clad. It will be a complete feed and flour mill and will be ready to operate by Sept. 1.

Defiance, O.—The Miller Feed Co. has completed improvements at its elevator, consisting of installation of a 34-foot scale, a machine for cutting and handling hay; and painting the interior and exterior. The company's service station was enlarged also.

Elyria, O.—The Farm Bureau Service, of Columbus, O., has made improvements at its local plant with a 40-h.p. Ajax Hammer Mill, complete with motor and drive, Sidney Crusher, Sidney Sheller, two large elevators, one-ton Kwik-Mix Mixer, numerous motors, pulleys, and V rope drives.

ELEVATOR SUPPLIES FEED PLANTS

K. C. ELECTRIC OVERHEAD DUMP

K. C. ELEVATOR HEAD DRIVE

GRINDERS — MIXERS

Complete Stocks—Prompt Shipments

General Mill Equipment Co.

2021 Pennsylvania Ave.

KANSAS CITY, MO.

Official Brown-Duvel MOISTURE TESTERS

Tag Hebbcnstall Moisture Meters

and a complete line of grain and seed testing equipment. Every item guaranteed up to government specifications.

HARRY B. OLSON ASHLAND BLOCK
CHICAGO, ILL.

Wren, O.—The outside walls and roof of the Athena Elvtr. Co.'s elevator have been covered with corrugated iron, and a 25-ton Bonded Motor Truck Scale with a 9x34-foot platform installed. C. L. Voltz is manager.

Whitehouse, O.—We have just completed a new 7,000-bu. capacity cribbed addition to our elevator. Numerous repairs to the mechanical equipment of our plant have been made to increase the handling capacity, including a new elevator belt equipped with high speed cups.—Whitehouse Grain & Supply Co.

Maumee, O.—Harold Anderson, recently injured in an auto accident as reported in the Journals last number, is reported to be recovering nicely, but was not able to look after the interests of his new elevator at last report. Due to delay in delivery of some of the equipment for the 1,000,000-bu. house, which the Macdonald Engineering Co. has been constructing, the receipt of grain at the elevator was delayed a little. Harley Barnes will be the plant manager.

Beaverdam, O.—The loss sustained by the Farmers Elvtr. Co.'s elevator in the fire caused by lightning earlier this month was about \$12,000; covered by insurance. The elevator contained 175 bus. of wheat, 225 bus. of corn, 600 bus. of oats, four tons of feed and some seed, 1,500 bus. of wheat having been sold during the two weeks preceding the fire. The company's office building nearby, a warehouse and a third building were saved, but the elevator was destroyed, altho it was protected against lightning. The company immediately started erecting a wheat loading platform to be used while a new elevator is under construction.

Columbus, O.—Recent new members of the Ohio Grain, Mill & Feed Dealers Ass'n are the following: Livingston Seed Co., Columbus; Osborn Co-op. Grain Co., Osborn; Inter City By-Products Co., Lorain; John E. Pfaffenbaugh, Wooster. A number of others have applied for membership. W. W. Cummings, sec'y of the ass'n, asks that each member make an extra effort to secure applications, as the ass'n needs the support of every elevator man in the state to help it put over the many features of benefit to the grain trade. The larger the membership the more influence the ass'n will have with legislatures, railroads, etc., when it presents requests.

OKLAHOMA

Mooreland, Okla.—Chas. Miles has opened the west elevator here for the present grain season.

Lela, Okla.—C. T. Nail, of Butler, Okla., has opened the grain elevator at this point and is now receiving grain.

Shattuck, Okla.—Cecil H. Black is the new manager of the James Grain Co.'s elevator, succeeding Lloyd Sidders, recently resigned.

Catoosa, Okla.—A new scale has been installed at the elevator owned and operated by G. A. Brown, in readiness for the new crop.

Augusta, Okla.—Mail addressed to the Okeene Milling Co. is returned by the post office. It should be addressed Augusta (Carmen p. o.), Okla.

Guymon, Okla.—Harry Burgess, manager of the Security elevator, has been transferred by the company to Kansas, to be manager of its elevator at Montezuma.

Butler, Okla.—We are successors to the Farmers Mill & Elvtr. Co. Only have the elevator leased for this year.—R. C. Moss Grain Co., by W. S. Cook, mgr.

Guthrie, Okla.—After having been inactive for a number of years, a 240,000-bu. elevator here has been re-opened and will be used as a terminal and bonded storage.

Woodward, Okla.—The L. S. Fisher Grain Co. has completed a 10,000-bu. addition, doubling its storage capacity. The company also operates an elevator at Tangier, Okla.

Vinita, Okla.—W. O. Dillon has acquired the interest of E. B. Baxter in the elevator on the Katy tracks here and has assumed charge. He will do a general elevator business.

Mounds, Okla.—R. L. Barton has acquired the elevator and mill at this point, the only one in this county. He is being assisted by his son in the operation of the elevator.

Bluejacket, Okla.—H. W. Cole, who operates an elevator at Welch, Okla., has leased the former Russell elevator here and has taken possession. This elevator was formerly owned by Mr. Cole, about 20 years ago.

PACIFIC NORTHWEST

Johnson, Wash.—B. F. Druffell is installing a Howell Overhead Electric Truck Lift in his elevator here.

Franklin, Ida.—The Franklin Mill & Elvtr. Co. sustained damage to its electrical equipment on July 6.

Spokane, Wash.—David Turner Ham, veteran miller of the Inland Empire, died at his home here in his 80th year.—F.K.H.

Espanola, Wash.—Henry Tank, pioneer grain buyer here, died at his home July 5 at the age of 67 years. He had resided at Espanola for 46 years.

Buhl, Ida.—The Buhl Seed & Grain Co. is building an 80x125-foot auxiliary storage building, one story, frame construction, iron clad, at a cost of \$5,000.

Connell, Wash.—A new 20-ton scale has been installed by the Connell Grain Growers, operators of an elevator and grain warehouse here. The platform of the scale is 24x9 feet.

Buhl, Ida.—Some operating hazard caused a fire which damaged stock of the Buhl Seed & Grain Co. at 5:30 p. m. on July 15.

Almira, Wash.—The Almira Grain Growers, Inc., has been organized and is now operating in the buildings formerly occupied by the old Almira Trading Co.

Albion, Wash.—Virgil Jennings, for many years manager of the Farmers Union warehouse and a grain dealer here, died recently at the age of 43 years.

Harrah, Wash.—S. Batali & Sons have purchased the Harrah Feed Mill from Paul Dane and are now operating it. Mr. Dane organized the business 11 years ago.

Moscow, Ida.—Stockholder members of the Latah County Grain Growers, Inc., county unit of the North Pacific Grain Growers, Inc., re-elected four and named one new director at the annual meeting. Later the directors re-elected Mr. Peterson, pres.; Mr. Bottjer, sec'y; Ralph Naylor, Moscow, vice-pres., and H. H. Simpson, manager.—F.K.H.

Three Efficient STRONG-SCOTT Money Savers

An Ideal Combination

D. P. Cups and Strottc Co Belting

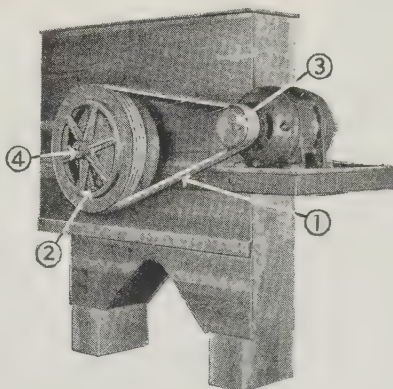
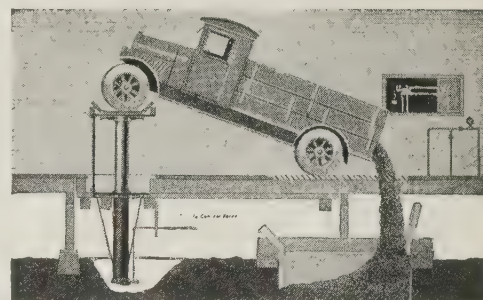


It will pay you to put this combination to work. Superior D. P. Cups are guaranteed to give 20% greater capacity and the qualities of Strottc Co Belting have increased its sales each year tremendously.



Pneumatic Dump

This is the only vertical-lift dump that can be hung from the scale timbers. This means lower installation cost, and, most important of all, no interference with correct weighing. Handles all trucks quickly, quietly and safely. Write for particulars.



Strong-Scott Head Drive

It's the ONLY head drive that will deliver so high a percentage of your motor's power to the head shaft. Note these features: The V-Belt drive (1) has been proved 99% efficient. The automatic Back Stop (2) can't fail and can't stick. Leg speed can be changed easily by changing (3) sheave on motor. Planetary gears (4) in oil bath, 97% efficient.

Everything for Every Mill, Elevator
and Feed Plant

The Strong-Scott Mfg Co.
Minneapolis Minn. Great Falls Mont.



Mohler, Wash.—Odessa Union Warehouse Co. sustained damage by wind recently.

Rupert, Ida.—The Rupert Alfalfa Mill has added equipment that will increase its production capacity about 25 per cent. It is also installing a modern system of dust control.

Tekoa, Wash.—The Pacific Coast Elvtr. Co. is building a grain warehouse at this point, to be 200 feet long. Several old warehouse buildings have been taken down by the company.

Castleford, Ida.—The local warehouse of the Buhl Seed & Grain Co. is being partly taken down and remodeled, the new addition to be 50x120 feet, frame, iron clad. It represents an investment of about \$10,000.

Ferndale, Wash.—The Pynor Feed Co. has installed elevator equipment to handle bulk grain and has had constructed three large grain storage bins at its warehouse. New corn cracking machinery has also been installed.

Lenore, Ida.—The Gifford-Summit Warehouse Co. is having a Howell Distributing System and Howell Belt Conveyors installed in its new 80,000-bu. grain storage plant, reported in the June 9 Journals to be erected here.

Kittitas, Wash.—The storage and handling facilities of the local grain warehouse of the White-Dulaney Co. are being improved. A 14-inch leg belt is replacing the 9-inch belt and two new storage bins are being built.

Salem, Ore.—The feed business of the Irish-Bing Store has been bot by E. H. Bingenheimer, former manager, who will operate it under the name of the Bing Feed Co. He has leased additional space and will do some grinding and mixing.

Buhl, Ida.—An addition is under construction at the Buhl Feed & Ice plant, approximately 14x120 feet, the new section to house the feed, seed and grinding departments. Included in the improvements is a new grain dump and elevator section.

Kirkland, Wash.—A new molasses mixing machine is being installed at the Quality Feed Mill. Within the last few months, Jack Lawson, owner, has installed nearly \$20,000 worth of modern machinery. Mr. Lawson started in the feed milling business in Kirkland in 1920.

Pomeroy, Wash.—The office of the Pacific Coast Elvtr. Co., maintained in the Black Bldg. here for many years, was closed July 1, the company having recently disposed of its interests in this county to the Pomeroy Grain Growers, Inc. Frank Burt's services were retained by the purchasing company, with headquarters in the Sommerville Bldg.

American Falls, Ida.—Manager G. A. Journey, of the Oneida Elvtr., is having the big grain warehouse adjoining the elevator remodeled for the storage of bulk grain. The warehouse, heretofore used for sacked wheat, had a capacity of 20,000 bus., but when remodeled for bulk grain will have a capacity of 33,000 bus. Grain will be put into the warehouse by means of a spout leading from the main elevator. There is already a conveyor system in the warehouse for taking grain out. Mr. Journey will continue to store sacked wheat in his other warehouse.

Wilson Creek, Wash.—We just completed a new cribbed bulk grain elevator, capacity 38,000 bus., heavy concrete foundation, constructed of 2x6s and 2x4s, with corner bin rods 3 feet apart. This elevator was placed against our other elevator having a capacity of 60,000 bus. No additional machinery installed except a conveyor on top to fill the new elevator and two conveyors to draw the grain out on the bottom. We had this done at a cost of \$5,100 complete. This will now give us about 100,000 bus. capacity of bulk grain and about 35,000 bus. sacked warehouse space.—Wilson Creek Union Grain & Trading Co.

PORTLAND LETTER.

The first to receive a sample of the new crop wheat was Balfour, Guthrie & Co. The wheat came from Lowden, Wash., and was shown on the local exchange floor on July 12.

At the recent annual meeting of the stockholders of the Portland Merchants Exchange, the nominating committee made the following recommendation for election as directors of the exchange: W. L. Williams, A. W. Kinney, Lew E. Williams, S. E. Hodgen, B. J. Greer and James McDonald. Officers were to be elected later.

The Pacific Co-op. Poultry Producers, feed manufacturers, opened their new \$75,000 plant for inspection on July 10. It is a concrete, fire-proof building, three stories and basement, and is provided with the latest in equipment. The storage capacity is 1,600 tons of grain besides 400 tons working capacity. G. C. Keeney is manager.

W. P. Kyle and Troy V. Cox, vice-president of Albers Bros. Milling Co., have been elected members of the board of directors of the company. Kyle, vice-pres. in charge of the grain and cereal division, has been with the company eleven years. Formerly he was in the grain business in Spokane. Cox, vice-president in charge of feed distribution, joined the company 21 years ago as a salesman.—F.K.H.

PENNSYLVANIA

Quarryville, Pa.—During a gas explosion and fire at his home recently, Charles Fritz, of E. B. Fritz & Son, grain and feed merchants at this point, was seriously burned.

SOUTH DAKOTA

Garden City, S. D.—The Farmers Merc. & Elvtr. Co.'s plant sustained damage by wind last month.

Frankfort, S. D.—The Eagle Roller Mills elevator has been re-opened here with George Hassinger as manager.

Bridgewater, S. D.—The Mayer & Tschetter elevator here has been remodeled and a new type of scale installed.

Iroquois, S. D.—The Theophilus Grain & Coal Co. has sold its grain elevator to the National-Atlas Elvtr. Co., of Minneapolis.

Vayland, S. D.—Lloyd Stoa, of Kidder, has been appointed manager of the National-Atlas elevator at Vayland, succeeding Alfred Jacobson.

Veblen, S. D.—A new feed mill has been installed at the Farmers Marketing Co.'s elevator. An old office building has been rebuilt into an up-to-date mill.

Egan, S. D.—Cargill, Inc., has re-covered and painted one of its local elevators. The larger elevator was rebuilt and supplied with new handling equipment last year.

Frankfort, S. D.—A. B. Kraft, of Ipswich, S. D., has resigned as deputy county auditor to accept the position of manager of the local National-Atlas Elvtr. Co.'s elevator.

Yale, S. D.—The Shanard Elvtr. Co. sold its elevator recently operated by W. O. Tollman to the Sheldon Reese Co. Repair work has been started and the plant will be opened soon.

Vienna, S. D.—The new elevator under construction for the Vienna Grain Co., George E. Lee manager, is making good progress and will be completed soon. It will be strictly modern.

Bristol, S. D.—The Farmers Elvtr. Co. has appointed L. W. Balgeman manager of its elevator, succeeding Ole Haugan, who has moved to Hammer, S. D., to manage an elevator there.

Turton, S. D.—H. A. Ewing, manager of the Farmers Elvtr. Co.'s elevator since 1924, has resigned and has been succeeded by H. P. Gelling. Mr. Ewing and his wife plan a trip to California.

Garretson, S. D.—The E. A. Brown Co. is installing a 72x120-inch Howell Sectional Steel Dump Grate in its elevator driveway. A new inside scale was recently installed also. Chas. P. Simonson is manager.

Pierre, S. D.—The Shanard elevator on Highland avenue has been sold to Stanley Roose, of Huron.

Winfred, S. D.—N. E. Solum, of Badger, took possession of the L. F. Bartwick property here on July 20, including two elevators and the grain, coal and implement business.

Armour, S. D.—The old Wait & Dana elevator in Armour is being extensively remodeled by Cargill, Inc., who recently purchased the elevator. A new 20-ton scale will be installed and a new office built.

Miller, S. D.—Clark Dristy has been appointed manager of the re-organized Farmers Elvtr. Co.'s elevator here. The old corporation was dissolved about a year ago, and the new company has been incorporated.

Toronto, S. D.—New equipment being installed by the Farmers Co-op. Co. includes a new Howell Steel Boot Tank and sectional steel grates, also a 20-ton Soweigh Motor Truck Scale with a 34x9-foot platform.

Sheffield (Huron p. o.), S. D.—The National-Atlas Elvtr. Co.'s plant here will be reopened. It has been closed for the past two years. Walter Carr, of Cavour, who formerly managed the plant, will return as manager.

Vivian, S. D.—The local grain elevator owned by the Western Terminal Elvtr. Co., of Sioux City, was sold to the Tri-State Milling Co., of Rapid City and Belle Fourche. Improvements will be made on the elevator. Charles Ryan, of Madison, will be manager.

Zell, S. D.—Following was the damage done by wind to our elevator recently: Three doors were taken off, one smashed, two not harmed; two windows with frames smashed; ridge roll taken off our warehouse, and some iron sheeting on the elevator loosened.—Farmers Elvtr. Co. of Zell.

Howard, S. D.—August Pusch has taken over the management of the local National-Atlas elevator in Howard, succeeding J. A. Sullivan, who was transferred to the management of the National-Atlas elevator at Hooker, S. D. Mr. Pusch was formerly manager of an elevator in Shields, N. D.

Holmquist, S. D.—The Farmers Elvtr. Co. held the opening of its new elevator, offices and warehouse on the afternoon of July 12, with an "open house" program, enjoyed by about 800 persons. The management served free ice cream, coffee, doughnuts and pop to the large crowd, and furnished music for its entertainment. The new 35,000-bu. elevator, furnished with up-to-date equipment, replaces the house that burned earlier this year.

SOUTHEAST

Staunton, Va.—The Beverly Feed Mill was severely damaged by fire recently.

Spartanburg, S. C.—The warehouse of the Spartan Grain & Mill Co. was damaged by fire early this month.

Newport News, Va.—This company is quitting the feed business. Will be closed last of August.—Southern Feed Co., by R. G. Waring.

Cochran, Ga.—A grist mill owned and operated by S. W. Wesley burned July 11; no insurance. The fire was said to have been caused by a fuel barrel explosion.

WISCONSIN

Lyons, Wis.—Springfield Lbr., Feed & Fuel Co., incorporated; capital stock, \$10,000; incorporators: Charles Arthur and Cecil Schinke.

Deer Park, Wis.—The New Richmond Roller Mills Co. has taken over the local feed mill. Mr. Peterson, of Elmwood, has been appointed manager.

Oakfield, Wis.—New equipment, consisting of an overhead drive, separator and truck, has been installed by the Oakfield Elvtr. Co., of which C. H. Parduhn is manager.

Brillion, Wis.—The Brillion Mill & Elvtr. has just replaced its old coal shed with a fine new building, having a capacity of 900 tons of coal. Henry Carstens is the owner of the firm.

Dousman, Wis.—F. E. Hill, for many years part owner and for the past several years sole owner of the Dousman Elvtr. & Coal Co., has sold the business to Fred Southcott, Jr., who has taken possession.

STRATTON GRAIN CO.

MILWAUKEE, WIS.

CHICAGO, ILL.

ST. JOSEPH, MO.

NEW YORK, N. Y.

MILL FEEDS — FEED PRODUCTS — BY-PRODUCTS

Future Orders Solicited

Wonewoc, Wis.—The Wonewoc Rendering Works, Inc., have under construction a \$50,000 rendering plant, which when completed will employ about 30 men and produce tallow, hides and dried meat bricks used in the manufacture of animal feeds.

Millhome (r. d. Kiel), Wis.—Damage of more than \$3,000 was done by fire to the feed and flour mill of Eckhoff & Jaschob, on July 10, as the result of a stroke of lightning during a storm, altho the greater part of the damage was from water and smoke. The mill is being repaired.

Eau Claire, Wis.—On Sunday morning, July 11, at 3:40 o'clock, the elevator of the Eau Claire Elvtr. Co. burned; loss, about \$15,000; partly insured. The loss included the building, machinery and other equipment, about 1,000 bus. of wheat and corn and some ground feed. The company plans the erection of a new elevator on the same site.—Art Torkelson, with Lamson Bros. & Co.

MILWAUKEE LETTER

H. M. Stratton has been appointed a member of the Agricultural Com'te of the U. S. Chamber of Commerce.

The rate of interest for August has been determined by the finance com'te of the Milwaukee Grain & Stock Exchange at 5%.

Since the opening of navigation six cargoes of wheat have been shipped from Milwaukee, destined for Buffalo, with 589,404 bus.

The Kurth Malting Co.'s capacity will be increased by 1,500,000 bus. a year under an extension program to be started soon. Plans for a large new malt house and other improvements are being drawn by Lawrence E. Peterson, consulting engineer. The new malt house will be fireproof, reinforced concrete construction.

The Chas. A. Krause Milling Co. has plans under way for erection of a new corn mill costing in excess of \$1,000,000, to replace the plant wrecked by an explosion three months ago. The new plant will represent a substantial increase in capacity over the old mill, having a daily capacity of 25,000 bus., as against 16,000 bus. The loading capacity will be 40 cars in eight hours, while the old mill was capable of loading between 20 and 40 cars in 24 hours. All equipment will be of the latest type, and every possible precaution taken to prevent explosions by the installation of the latest and most approved devices.

New Haven, Conn.—In September of 1936 staff members of the Connecticut Experiment Station found 60% of the potato fields examined in Hartford and Tolland counties infested with the European corn borer.

New Regulations for Commodity Trading

[Continued from page 76]

ing information with respect to each grain in which the person reporting holds or controls open contracts in any one future thereof on or subject to the rules of any contract market equal to or in excess of 200,000 bus.:

(a) the amount of the net long or net short cash-grain position of such person in such grain;

(b) the make-up of the cash-grain position of such person in such grain showing—

(1) the amount of stocks of such grain or products or byproducts thereof,

(2) the amount of purchase commitments open in such grain or products or byproducts thereof, and

(3) the amount of sale commitments open in such grain or products or byproducts thereof, and

(c) the amount of open contracts held by such person in all futures of such grain on all boards of trade in the United States and elsewhere.

Sec. 218. In determining the cash-grain position of any person reporting on form 204, such person shall use such standards and conversion factors applying to grain products and byproducts as are usual and common to the business in which he is engaged. If, in determining the cash-grain position of such person for hedging purposes, it be his practice regularly to exclude certain products or byproducts, such products or byproducts shall be excluded in reporting such cash-grain position on form 204.

Such person shall upon request furnish the Commodity Exchange Administration with detailed information concerning the kind and amount of each product or byproduct included in computing his cash-grain position and the conversion factor used for each such product or byproduct.

Washington, D. C.—Approximately 100,000 cotton growers are entitled to more than \$3,500,000 in refunds for cotton tax exemption certificates bought under the repealed Bankhead Act, under a ruling of the U. S. Court of Appeals on suits brought by two Alabama and two Mississippi cotton planters. The growers were coerced into buying the certificates under threat of a confiscatory tax, declared the court.

Rip Plate Saves Belt

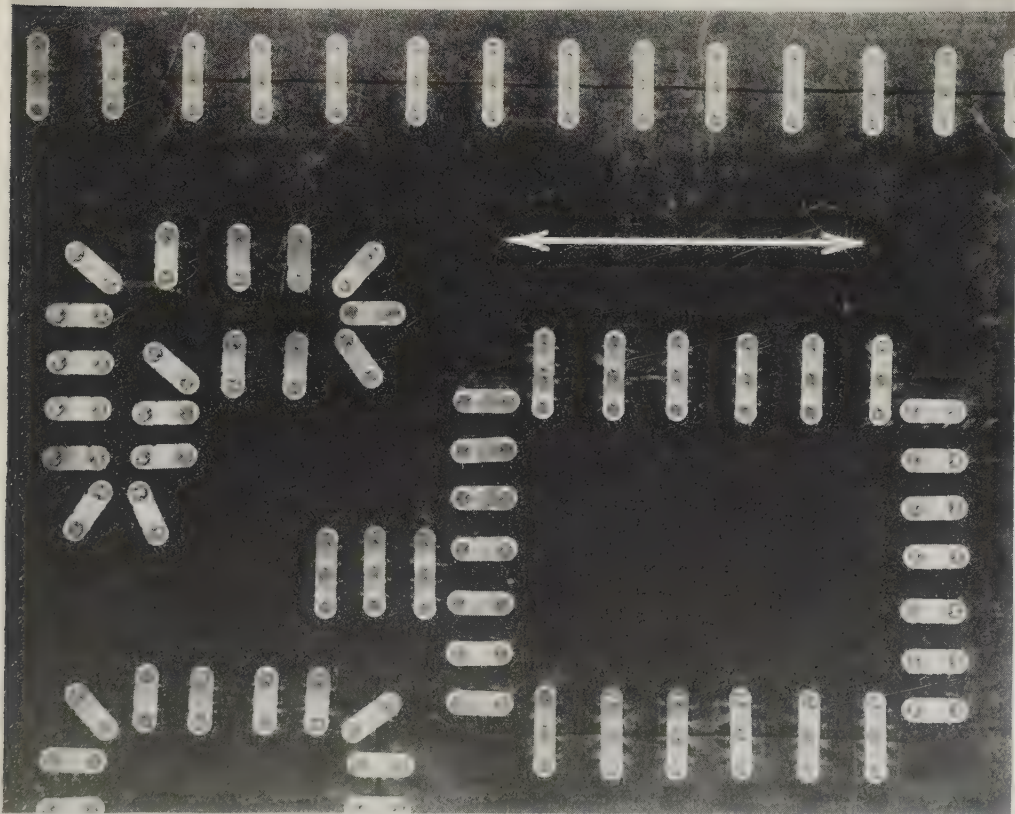
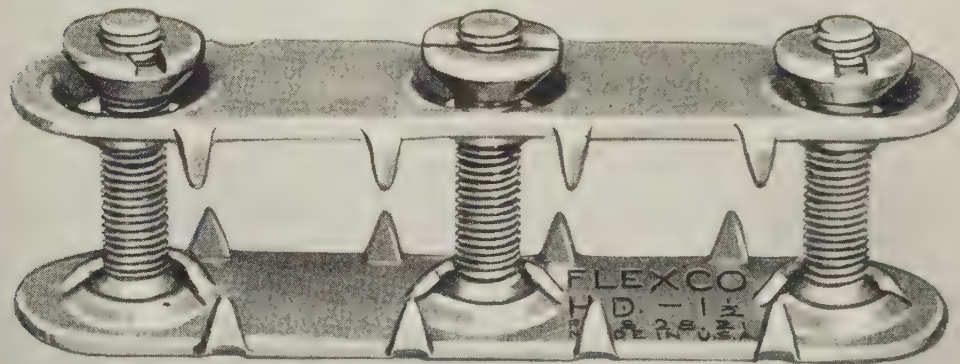
When someone inadvertently drops a monkey wrench, or maybe a pinch bar, into the elevator dump sink and this foreign article manages to work its way to the boot, where it rips off cups and possibly slashes the belt, there is no longer need to replace the belt, or even a section of it—Flexco Rip Plates will save it.

Or if a horizontal conveyor belt wears thin in spots and needs repair, patches of new belt can be readily inserted, with no loss of time and effort in loosening and retightening the belt, by the same expedient.

These new Rip Plates, designed and manufactured by the Flexible Steel Lacing Co., have been tested and found adequate under the most trying conditions, successfully holding rips and patches in 22 tremendous 8-ply, 60 inch, rubber covered conveyor belts that have been moving a mountain at Grand Coulee Dam, the largest conveyorized construction project in the world. This conveyor is more than a mile in length and moves glacial moraine, rocks, stones, and damp brown earth at speeds of from 600 to 640 ft. per minute.

Eight of the belts have been ripped from end to end by snagged rocks, or have had holes beaten thru them by jagged falling rock. These rips and holes have been repaired with the new rip plates. The rips are always cross-wise, lengthwise or L shaped. If a diagonal rip occurs it is cut out and a rectangular patch inserted. In attaching a patch or repairing a rip the Rip Plates are spaced closely on the width of the belt, and about 3 inches apart on the length.

This huge conveyor at Grand Coulee Dam runs 21 hours daily and has moved well over 14,000,000 yards of material. The Rip Plates used in making repairs have saved tremendous sums in conveyor belting costs.



Above: An enlarged, close-up of the Flexco Rip Plate for repairing rips in conveyor belts.
Below: Application of the Rip Plate in repairing or patching a conveyor belt.

Field Seeds

Bismarck, N. D.—E. B. Kenefiek has taken over management of the Dacotah Seed Co.

Madison, Wis.—Standard Seed Co. has been incorporated by M. W. and Greta E. Rowell, and James F. Cummings, with \$25,000 capital stock.

Grinnell, Ia.—A seed cleaning mill is being installed in their recently purchased plant by Summer Brothers, wholesale dealers in bluegrass seed.

Chicago, Ill.—The grass seed markets are unsettled, with no support. There is no red clover seed except in Idaho, and farmers will have to sow foreign clover seed or do without.—X.

Toronto, Ont.—Sir Charles Saunders, who was knighted in 1934 for his development of the famous early ripening Marquis wheat that boomed Canadian wheat growing, passed away at his home July 25, at the age of 70.

Forty farmers in the Government colony at Palmer, Alaska, were furnished what was expected to be spring wheat seed that turned out to be red Russian winter wheat, thru some blunder of the purchasing office at Seattle, Wash. Bureaucratic efficiency.

Seattle, Wash.—Chas. H. Lilly Co. has announced appointment of Karl Von Norrmann as sales manager, Eddie Bergstrom, assistant manager; Al Peterston, manager of the Oregon territory; Boyd Sparks, manager Yakima and eastern Washington territory.

Sioux City, Ia.—Thieves broke into the automobile of seed salesman Gene Poirott, of Minneapolis, July 15, while he was visiting seed house and escaped with several suitcases, scales and a seed tester. In a nearby weed patch detectives found the suitcases broken open, the scales torn apart and their brass seams removed.

Ames, Ia.—A 2-week short course for seed analysts opened at Iowa State College July 19, under Dr. R. H. Porter, head of the college seed laboratory. The first of its kind to be held at Iowa State, the short course proposes education of employes or prospective employes of seed companies and commercial seed laboratories.

Clarinda, Ia.—At its annual meeting of stockholders the Berry Seed Co. re-elected J. F. Sinn, pres.; Charles W. Kelly, vice-pres.; Charles E. McKee, treas.; Joe Faassen, sec'y. These officers and J. Ren Lee, L. E. Finley, and Charles Sinn, constitute the board of directors. The company declared a 30 per cent dividend in June.

Vinton, Ia.—Rapid progress is being made on construction of a three-story, 40x120 ft. drier house for the Vinton Hybrid Corn Co., expected to be completed late in August. The structure will have capacity for drying about 15,000 bus. of hybrid seed corn every 100 hours, using four large fans to force hot air from two large furnaces over the corn.

Manhattan, Kan.—A. R. Cogswell, of Kirwin, has purchased from C. W. Samuel an interest in the Central States Seed Co., operating a retail and wholesale seed business. Lathrop W. Fielding has retained his interest in the company for the present.

Henderson, Ky.—The Henderson County Farm Buro has authorized H. R. Jackson, county agricultural agent, to purchase 120 bus. of crimson clover seed for the purpose of introducing the new winter legume to farmers as a soil building crop in connection with the agricultural conservation program.—W. B. C.

Nappanee, Ind.—Ivan W. Syler of Plymouth and H. L. Syler of Nappanee are making an extended motor trip thru the West and Northwest, compiling information on the alfalfa, red clover and sweet clover seed situation. They will visit growers and seed merchants in Idaho, Utah, Colorado, Montana, Nebraska, Minnesota and the Dakotas, spending three weeks on the inspection trip, then visiting "Frontier Days" at Cheyenne, Wyo.

LaGrande, Ore.—G. R. Hyslop, dean of the plants and crops division of Oregon State college, in addressing the annual meeting of Blue Mountain Seed Growers' Ass'n, stated the association had one of the best records for co-operatives. Its business for the year climbed from \$9,000 to \$30,000. H. H. Huron of Imbler was re-elected pres. All other officers also were re-elected—Bernai Hug, Elgin, vice president; J. B. Weaver, Union, sec'y-treas. and H. L. Wagner and Gilbert Courtright, directors.—F.K.H.

Sacramento, Cal.—During the past few years growing of quality grain in Sacramento county has improved tremendously. The interest shown during the last few years is the result of the Calapa-improved seed program, a program of growing pure seed by farmers, carried on under the supervision of the state department of agriculture and the agronomy division of the University of California. Growers are more conscious of the value of pure seed than ever before. Their use of it will increase. A state wide program to bring about a greater use of pure seed has been launched because the growers are demanding it and it is their program for their benefit.—F.K.H.

Field Seed Cleaning Rates

A basic minimum schedule for cleaning, mixing, or treating field seeds for farmers was adopted by 25 grain and seed dealers and warehouse men who met at McMinnville, Ore., July 7. Slight variations were provided for different locations, due to differences in operating conditions. The schedule is:

Cleaning seed grain, fanning only, \$2.00 ton; cleaning seed grain, fan and cylinder or Carter disc cleaners, \$3.00 ton; special mixing, oats and vetch or other seed grain, \$2.00 ton; cleaning alsike, alfalfa red, or crimson clover (screen only), .50 cwt.; cleaning clovers, red, alsike, alfalfa (draper or moisture machine), \$1.00 cwt.; cleaning ladino and white clover (screen mill only), \$1.00 cwt.; cleaning ladino and white clover (if over buckhorn machines), \$1.50 cwt.; cleaning rape seed, .25 cwt.; cleaning flax (rough cleaning for market purposes), \$3.00 ton; cleaning flax for seed, \$5.00 ton; cleaning rye grass, \$5.00 ton; cleaning timothy seed, .50 cwt.; treating peas (fumigating), .07½ per sack. All charges are to be assessed on "in" weights. Minimum charge, 50c.

A New Wheat in Kansas

Earl G. Clark, wheat breeder of Sedgwick, Kan., who started the growing of Blackhull wheat in the Southwest, when, as a schoolboy he discovered three heads of Blackhull in a field of Turkey Red growing on his father's farm, has announced development of a new, high-yielding wheat. He has named it Chief-Kan.

On a 29 acre field the new strain yielded an average of 40 bus. per acre this year.

Improvement Ass'n for Kansas Wheat

Officials and members of the Kansas City Board of Trade and representatives of the milling industry in the Southwest met in Kansas City July 14 to reorganize the Southwestern Wheat Improvement Ass'n, which ceased to function several years ago for lack of funds, and become active in constructive work to build up and maintain the quality of wheat grown in the Southwest.

Funds have been promised so the new organization can effect the Canadian wheat testing plan at 20 or 25 points in Kansas as the first step in improvement work. Dr. John H. Parker, agronomist in charge of plant breeding at Kansas State College, has obtained half time leave from his college duties thru the summer months to direct the wheat improvement work. College authorities and county agents have expressed their willingness to support the new program fully.

To perfect reorganization of the Ass'n a com'te of five, with Jess B. Smith, manager of the Associated Millers of Kansas Wheat, as chairman, was named to include D. C. Bishop and Frank A. Theis as representatives of the grain trade, C. B. Warkentine and Robert E. Sterling for the milling industry.

Tentative plans for the new Southwestern Wheat Improvement Ass'n includes a directorate made up of the heads of several ass'ns, and organizations interested in seeing wheat production improved thru use of better quality seed, and better growing methods. Immediate efforts will be centered in Kansas, with probable extension to other states in the future.

Portable Seed Cleaner in Indiana

A new portable seed cleaner and treater, developed and prompted by C. E. Skiver of Purdue University, will be exhibited at the Indiana State Fair this year for the first time. The equipment, including fanning mill and disc separator, for removing weed seed and cockle, along with the treater which applies dust treatment is mounted on a standard truck and will be shown in actual operation.

This exhibit will feature the best wheat varieties for Indiana. Illustrative material will show production losses suffered by farmers who fail to clean and treat their seed wheat.

These portable seed cleaning and treating machines are financed by grain dealers, millers, or individuals and seed grain is cleaned and treated on a very reasonable cost per bushel basis which allows for all costs of operation as well as amortization of the original investment within a few years.

The need for thorough seed cleaning to control weeds and seed treatment with copper carbonate to eliminate stinking smut is manifested by the large losses suffered by wheat growers from these causes. A total of 354 cars of Indiana soft wheat subject to dockage, 305 cars containing cockle and 167 cars of smutty wheat were received during July and August in 1936. Since the discount would range from a few to several cents per bushel for each of these grading factors it is readily seen that the aggregate loss was tremendous.

Directory

Grass and Field Seed Dealers

CRAWFORDSVILLE, IND.
Crabbs, Reynolds, Taylor Co., clover, timothy.

GREEN SPRINGS, OHIO
The O & M Seed Co., seed merchants.

PAULDING, O.
Stoller's Seed House, wholesale field seeds.

ST. LOUIS, MO.
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

Scott, T. Maurice, field seeds, carlot originator.

SAULT STE. MARIE, MICH.

Soo Terminal Co., grass, flax, peas.

Dust Fungicide Feeders for Seed Treatment

In applying dust fungicides to seed grain to control smuts and certain other seed-borne diseases, a correct quantity of dust must be applied and it must be thoroly mixed with the grain. With the growing tendency on the part of seedmen, grain dealers, elevator and mill operators and other central agencies to take over the treating of seed grain, a demand has been created for large-capacity seed-treating equipment which will feed in correct quantities the different kinds of dusts without bridging, arching, packing and clogging.

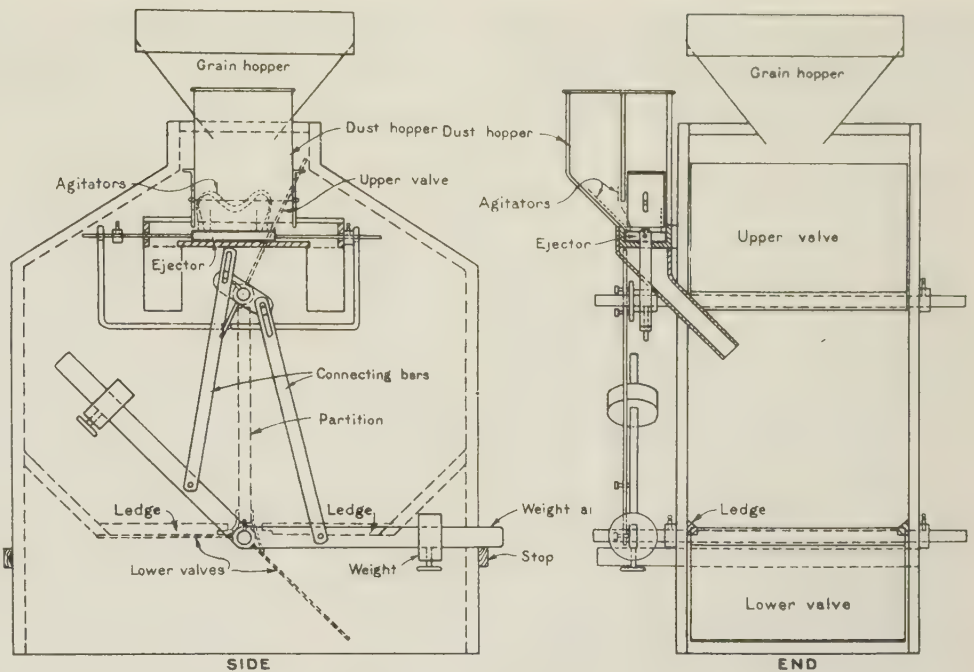
For treating such grains as wheat, oats and barley with fungicidal dusts, engineers of the U. S. Bureau of Agricultural Engineering, in co-operation with specialists in the U. S. Bureau of Plant Industry, have designed an automatic seed and dust feeding device and also a mechanical dust feeding device for seed-treating machines. These devices are covered by patents dedicated to the public.

The automatic apparatus shown in the engraving is of simple construction and applies dust rapidly, accurately and efficiently. It consists of a grain feeder with two compartments and a dust-ejecting device. Grain is fed from a hopper attached to the top of the machine. A deflector plate or upper valve attached to a shaft extending thru the body of the feeder just above the partition deflects the grain into one compartment or the other. Valves forming the bottoms of the compartments are attached to a shaft extending through the feeder just below the partition. Weight arms attached to and extending radially from the lower shaft and forming an angle of about 135 degrees carry adjustable weights. The upper and lower valve shafts are connected by levers.

As one compartment fills with grain, the bottom valve is pushed down, thereby closing the lower valve on the second compartment and shifting the upper valve to deflect grain into the second compartment while the first one empties. The levers connecting the upper and lower valve shafts are slotted at the top ends so that the movement of the lower valve is almost completed before the top valve is moved. This construction provides quick shifting of the top valve and also positive action as the weights are moving rapidly by the time the end of the slot engages a pin in the lever and trips the upper valve. Such construction also prevents incoming grain from interfering with or retarding the closing of the lower valve since the lower valve will be nearly closed before the upper valve or deflector shifts.

To keep grain from wedging between the edges of the lower valves and the walls of the feeder and clogging the machine, the side edges of the lower valves are cut back approximately $\frac{1}{2}$ inch and ledges are inserted for the valves to rest against when in the closed position.

The fungicide feeder or ejector used with the grain feeder is of the offset type and is attached to the side of the grain feeder in such manner as to be operated by the move-



Seed and Dust Proportioner.

ment of the valves. Dust ejected from the feeder is conveyed to the compartments by chutes. As the bottom valve is pushed down by the weight of the grain on one side, the opposite valve is closed automatically shifting the upper valve. As the upper valve shifts, a U-link transforms the oscillating motion of the grain feeder shaft into reciprocating motion of the dust ejector. Thus each time the valves shift a charge of dust is deposited in the compartment as it begins to fill with grain.

The quantity of dust fed may be varied by changing the length of stroke by moving the stop collars or by having the U-link adjustably positioned below the rock shaft. The end of the U-link moving toward the feeder does not immediately engage the stop collar. This initial free travel of the U-link on the rod extending from the slide permits the weight arms and valves of the grain feeding or weighing device to nearly complete their movements before operating the fungicide feeder. Thus the operation of the feeder does not take place until the resultant leverage action of the grain-feeder weight arms is reaching its maximum. The operation of the fungicide feeder serves as a cushion in preventing the weight arm from causing too great a jar as it contacts the stop.

The grain weighing device was originally designed for tripping with a bushel of grain, but in adjusting the machine for wheat, barley and oats it was found to work more satisfactorily when set to trip on approximately $\frac{1}{3}$ bushel.

For the successful operation of the machine it is essential that the grain fall from a hopper above the upper valve. This valve will cut across the falling stream of grain but will clog if the grain is moving slowly in a

column the entire width and length of the opening in the top of the feeder.

Dust fungicides usually are difficult to feed accurately by mechanical means because they will not flow steadily down an incline, and will pack and bridge easily because of their high coefficient of friction. This tendency to remain immobile and to form a vertical hollow column or well, or to bridge above an opening in the bottom of a hopper, was the chief obstacle to overcome in developing equipment for accurately feeding dusts by mechanical means. Wire-loop agitators to prevent bridging in the dust hopper are attached to the ejector plunger.

A mechanical dust-feeding device is similar to the dust ejector on the automatic device, and requires but little power to operate. It consists of a dust hopper with a partition dividing it into two sections—an off-set or supply section and a discharge section. The partition is spaced above the bottom of the hopper to provide a passage for the dust. Below a slot in the bottom of the discharge section is a trough, open at the ends for discharge of the fungicide. The dust is forced from the trough by a blade attached to a reciprocating rod. A loop made of spring steel wire attached to the blade and extending into the hopper prevents the dust from clogging in the opening between the offset hopper compartment and the trough. The quantity of dust fed may be varied by raising or lowering the kicker by means of the slot and cap screw or by increasing or decreasing the speed of the crank.

The mineral contents of growing plants are subject to many determining factors and it is possible to modify these contents markedly, even as much as several hundred per cent, thru application of fertilizers to the soil, or thru the giving or withholding of irrigation water.

Minneapolis, Minn.—The local office of the federal Bureau of Entomology issued shipping instructions on July 21 for 240 tons of bran and 30,000 gallons of poison for movement to Denver for distribution in areas threatened by another plague of grasshoppers. A question about the availability of funds delayed shipment earlier. A fund of \$1,000,000, approved Apr. 27, had already been spent, but on July 17 President Roosevelt signed a special appropriations bill granting a second \$1,000,000 to the cause of grasshopper eradication.

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SEED OATS - SEED BARLEY
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THE O & M SEED CO.
GROWERS GREEN SPRINGS, OHIO

CRABBS REYNOLDS TAYLOR CO.
CRAWFORDSVILLE, IND.
GRAIN
Clover and Timothy Seeds
Get in Touch With Us

Grain Carriers

Sixty men attended a dinner at the Sherman Hotel, Chicago, recently as Veterans of Docket 17,000 Part 7, the famous grain rate case that began in 1927.

Chicago, Ill.—The Baltimore & Ohio railroad has purchased from a private investor 2,000 shares, or a 14% interest in the Keeshin Transcontinental Freight Lines, Inc.

Fargo, N. D.—Charles H. Conaway, Jamestown, of the Farmers Grain Dealers' Ass'n, presided at the summer meeting of the Northwest Shippers' Advisory Board here July 27.

Galveston, Tex.—A proposed rate increase of 4c per cwt. on grain and grain products from Gulf ports to the Atlantic seaboard has been suspended until Dec. 1 by the Interstate Commerce Commission.

Suspension of the increased rate of 17c per 100 lbs. on animal and poultry feeds and grain and products from New Orleans to Tampa has been asked of the Maritime Commission by the New Orleans Joint Traffic Bureau.

The Interstate Commerce Commission has canceled a certificate issued to the A. T. & S. F. Ry. June 8, 1936, authorizing abandonment of a 21.37 mile line from near Leavenworth to Hawthorne, Kan. The Santa Fe signified intention to keep the line open.

Bismarck, N. D.—The North Dakota Board of Railroad Commissioners refused formal requests of the railroads for postponement of reduced freight rates on grain, grain products and farm seeds in intrastate commerce, forcing reduced rates to become effective July 20.

Louisville, Ky.—The U. S. District Court has dismissed the petition of the Louisville Cement Co. and held the order of the Interstate Commerce Commission forbidding switching allowances by the Pennsylvania Railroad as unlawful. The court said the commission had authority to determine where the line-haul ended under the charge.

Spokane, Wash.—The newly organized Tri-State Wheat Transportation Council has launched its battle against rising freight rates. The organization is composed of Oregon, Washington, and Idaho wheat farmers, who believe that increases in freight rates impose unfair levies on the farmers. Pres. of the Council is J. J. Edwards, Dayton, Wash.

Average freight revenues of Western railroads per ton per mile last year were about 28 per cent lower than in 1921, and more than 10 per cent lower than four years ago. How much these reductions in average rates save shippers may be appreciated when it is understood that if shippers had paid the railroads for freight service actually performed last year, on the basis of the average rates of 1932, they would have paid something like \$237,000,000 more for freight service than they were actually called upon to pay.

An argument pending for over a decade has been dumped back in the lap of the Interstate Commerce Commission with arguments in No. 24676, No. 15037, No. 24799, and No. 24802. Arguments were made by J. S. Brown for the Chicago Board of Trade, E. H. Hogueland for the Southwestern Millers' League, and others. Involved is the relationship between rates on grain and grain products from the near Northwest to territory east of the Mississippi River gateways, including Chicago and Peoria, and rates on the same commodities to the same territory from Missouri River territory.

Minneapolis, Minn.—Howard Abbott, U. S. master in chancery, offered the M. & St. L. railroad for sale for the 18th time last month—and received no bids. The sale was continued until Sept. 17.

Chicago, Ill.—Examiners Mackley and Hall of the Interstate Commerce Commission at the recent hearing on grain rates from the west and southwest into the south-east were told by shippers' representatives that the rates resulting from the general grain rate case were higher than reasonable. Others declared discrimination results from the lower level of the destination factor in the all-rail thru rates compared with local rates from barge line ports to the interior.

The Board of Directors of the Ass'n of American Railroads has suspended until Dec. 31 the average per diem plan which became effective May 1, 1935. The plan is estimated to have saved the railroads millions of dollars in operating costs, but Western railroads believed suspension of the plan and application of the previous established per diem rate of \$1 per car per day would stimulate return of cars to home roads in a period of anticipated tightness in the supply of cars.

In I. & S. No. 4348, steamship lines have asked the Interstate Commerce Commission to permit them to establish a rate of 24c on grain and grain products from New Orleans and other Gulf ports to north Atlantic ports. The Interstate Commerce Commission found the proposed rate, used principally on flour, not unreasonably high, and that other suspended rates were justified except where they produced higher thru rates than joint rail and water rates concurrently in effect from and to the same origin and destination territories.

Chicago, Ill.—Testimony in Docket 26712, a 10-day investigation by the Interstate Commerce Commission into barge line rates, showed 1935 costs for operation of the line of .9526c per gross ton-mile, line-haul, without allowing for interest or taxes, such as would be born by a private corporation, 1.1601c if these items had been included. The 1936 figures were .9399c and 1.1366c, respectively. The system as a whole, according to the testimony, would have shown a deficit in 1927, 1929, 1930, 1933, and 1934 had the tax and other items been included in the barge line's expense.

Reversing a previous decision by District Judge Kennerly, the Circuit Court of Appeals of the United States, at New Orleans, decided a federal district court has jurisdiction to consider a complaint concerning refusal of a railroad to furnish cars for freight loading. Involved was the case of the Brownsville Navigation District of Cameron County, Tex., et al v. St. Louis, Brownsville & Mexico and the Port Isabel & Rio Grande Valley railroads. The railroads contended they were not under obligation to supply cars when all they would get out of the loading would be a switching charge on movement to Mexico. The complainants demanded cars, and the district court had sought to dismiss the case as being out of its jurisdiction.

Lincoln, Neb.—Nebraska's complaint that grain freight rates from western Nebraska discriminate against Omaha's market opened a hearing before Examiner William Disque of the Interstate Commerce Commission here July 19. Present were Nebraska grain dealers and representatives of grain exchanges at Omaha, Denver, Kansas City, Sioux City and St. Joseph. Denver's G. H. Work expressed a conviction that grain rates from Alliance to Omaha should be increased 4c per 100 lbs. to equalize rates direct to Omaha with rates thru Denver to Kansas City; Sioux City's Freeman Bradford said Sioux City wants parity with Omaha and Kansas City thru elimination of an "arbitrary" charge of 3c per cwt. that now applies.

Grain Contracts with Farmers

Form 10 D. C. is recognized as the best for contracting grain and seed from farmers, and is in extensive use by grain dealers. Do not take chances with verbal contracts. They lead to misunderstandings, differences and disputes, as well as loss of profits and customers. Contract certifies that farmer:

"has sold.....bushels of.....at..... cents per bushel, to grade No....., to be delivered at.....on or before....." It also certifies that, "if inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted. Any extension of time at buyer's option."

Originals are printed on bond paper, machine perforated so they may be easily removed; duplicates are of manila. All have spaces ruled on the back for recording each load delivered on the contract. Check bound, size 5½x8½ inches, 100 sets numbered in duplicate and supplied with 4 sheets of carbon paper. Order Form 10 DC Improved. Price \$1.10, f. o. b. Chicago. Wt. 1 lb.

Triplicating book is same as 10 DC and contains 100 additional copies of the contract printed on strong tissue and 4 sheets of dual faced carbon. Order Form 10 TC. Price \$1.35, f. o. b. Chicago. Weight, 21 ozs.

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Millers Telegraphic Cipher: (1936) For the flour feed and grain trades. 157 pages, 3½x6½ inches. Cloth bound. Weight 6 ozs. Price \$2.00.

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Riverside Flour Code, Improved (5 letter revision): Sixth edition. For use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

All prices are f. o. b. Chicago.

GRAIN & FEED JOURNALS

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332 So. La Salle Street CHICAGO, ILL.

Washington, D. C.—Grain and grain products were loaded into 47,201 cars during the week ended July 10, compared with 59,501 cars in the same period a year ago and 29,281 cars in the same period in 1935.—Ass'n of American Railroads.

Portland, Ore.—The effect of the threatened wheat crop failure in Canada upon Portland's shipping industry during the next few months is puzzling steamship men whose operations rise and fall with the world market in wheat and ships. Grain men report that British Columbia wheat exports which move through Vancouver and New Westminster, will be only 14,000,000 bus. this year, compared with 30,000,000 bus. normally.—F.K.H.

In drouth order No. 42, Commissioner Aitchison, for the Interstate Commerce Commission, has authorized the Great Northern, the M. St. P. & S. S. M., and the Farmers Grain & Shipping Co. to establish reduced rates on hay, feed and forage from points on their lines in Iowa, Minnesota, North Dakota, South Dakota, and Superior, Wis., to drouth areas in Montana, and North Dakota, basis 66⅔% of the regular rates, the authority to expire Oct. 31.

Tacoma, Wash.—The Tacoma Chamber of Commerce and the North Pacific Millers Ass'n have formally complained to the Washington Department of Public Service that grain stored in Seattle and Portland warehouses may be switched free to Tacoma mills, but storage at Tacoma piers for the same mills is prohibited by a railroad switching charge. Declares the protest, development of Tacoma's port elevator system has been prevented by the transit rule which does not permit movement of grain after storage to points within the same terminal on the transit rate, tho it does permit grain to move beyond the city.

Le Mars, Ia.—Plymouth county has led all others in Iowa in the volume of poison bait used to fight the expected scourge of grasshoppers, and has been successful in saving its crops. Approximately 420 tons of poisoned bait were used. A fungus disease, flies and hair worms, natural enemies of the grasshoppers, have aided in bringing the 'hoppers under control.

I.C.C. Decisions

In 27683, F. P. Creaser & Sons vs. C. & N. W. dismissal of the complaint is proposed. The drouth emergency rates on corn from Clements, Minn., to Watertown, S. D., between Mar. 12 and Aug. 16, 1934, were found inapplicable in certain instances.

The Interstate Commerce Commission has reversed the findings of division 4 in 216 I. C. C. 1 as to combinations of proportionals on grain and products based on river crossings, Auburn Mills V. C. & A. Rates thru and based on St. Louis, East St. Louis or Evansville to all destinations on the L. & N. in Kentucky between Guthrie and Clarksville were held unreasonable to the extent that they exceeded the rates concurrently maintained from the same origins to Clarksville. Rates to many other destinations in the southeast were found unreasonable also.

Three Million Trucks

The National Resources Com'te, reporting to the President on technological trends in transportation and national policy, said, regarding regulation of trucks:

"If we fix rates for one transportation agency, its competitors should not be free to make their own rates. If it is necessary to establish hours of service for the driver of a common carrier motor truck, it is equally necessary in the case of a privately owned truck. That some measure of regulation will be applied . . . seems inevitable."

Over 3,500,000 trucks are registered in the United States, says the report, light trucks predominating. The average capacity, considering all trucks, is 1¾ tons. The aggregate capacity exceeds 6,000,000 tons.

In 17 leading livestock markets 48% of the receipts are by truck; to 19 principal cities 98% of the milk moves by truck; at Chicago 56% of the egg receipts are by truck. Short haul business on grain and grain products contribute to the tremendous volume of truck hauled tonnage.

In Montana a Grain Producers Ass'n has been incorporated to maintain, promote, encourage and protect the grain growing industry.

Heavy Movement by Water Anticipated

By J. L. BOWLUS, Milwaukee, before Mid-West Shippers' Advisory Board

Notwithstanding the increased production, the terminal markets and themselves in a little different position than they have been for years because they have become a little rusty in handling grain, particularly at lake markets. In addition to Peoria, Chicago, and Milwaukee primary markets there are a number of shipping ports such as Green Bay, Manitowoc, and others on the lakes.

There has been a great inbound receipt of grain by water within the past few years, but there has been no increase in consumption down east and the supplies have been furnished the east in a different manner than they were previous to the drouth.

We anticipate a heavy water movement this year for it is economical to handle grain by water. It is a certainty that the grain from the northwest states will not move thru the middle-west territory, but will go thru Duluth and down Lake Superior; and if there is an exportation of southwest wheat it will probably be through the Gulf. Grain rate adjustments brought that about, where before there was a substantial quantity went down the lake. There is an average demand for wheat at the Buffalo mills from the southwest that will go thru this territory. There is quite a bit of that moving at the present time.

Lake rates are approximately three times higher than they have been in previous years. That was brought about by the unprecedented movement of ore down the lakes which takes all the tonnage of the lake ships. I don't know what will happen to the coarse grain. We are not looking for any great movement of corn. We do look for the surplus of oats that might go east. And there is a barley situation which is a little ticklish.

At this time 25 per cent of the malt consumed in this country is imported malt. That probably could be overcome by the use of United States barleys, but we don't know how that will work out. There has been a tremendous volume of imported barleys used within the last two or three years; and we expect, of course, to see the barley of good malt type shipped to the malt centers.

One or two things happened during the drouth which might bring about a slowing up of transportation. Rates were changed by the general grain rate case No. 17000, part 7, which resulted in certain penalties being placed on the market. Under "straight grain rates," grain might be held back from storage, but under the new principle of "Grain break rates" this cannot be done. Transit arrangements have been changed quite extensively. Another thing which may slow up car movements, is the penalty of \$1.00 a car imposed by the railroads for cooping cars. The Commission has fixed that at 60 cents, but the shippers, generally, feel that even 60 cents is too high and they can do it cheaper themselves; but if they do it themselves it is certain it will not be done as expeditiously as it was done by the cooerage bureaus.

Operators of elevators at terminal markets provided such elevators to take care of the movement for the lower Georgian Bay ports. But with business in the chaotic condition in which it has been the past three or four years a number of the Georgian Bay elevators have been abandoned, and the abandonment of those elevators means that the grain can no longer move east into other storage, and the western storage is for the reception of new grain. That too, may mean a slowing up of transportation.

Soybeans have been considered among the crops least susceptible to disease, and insect damage. But in 1934 Illinois soybeans registered considerable losses from the activities of cut worms and army worms before these insects were brought under control with poisoned bait.

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Feeds & Feeding

by
F. B. Morrison

This edition has been entirely rewritten and revised to contain the latest information on live stock feeding and nutrition. Entirely new compilations of recent analyses of American feeds are presented in the Appendix Tables. Extensive data are presented concerning the mineral and vitamin content of important feeds.

The only authoritative book on the subject of animal feeds and feeding. The result of over 38 years of exhaustive work in experimentation.

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Feedstuffs

Meat meals, tankages, and fish meals are generally exceptionally rich in sodium and chlorine, valuable minerals in animal feeding.

Washington, D. C.—Distillers dried grains production totaled 19,600 tons during June, a decline from previous months credited to the high price of corn. Production in June, 1936, was 23,470 tons.—Buro of Agricultural Economics.

Washington, D. C.—Alfalfa meal production during June was about 29,230 tons, the largest for that month in recent years. June production totaled 27,530 tons in 1936, and 18,540 tons in 1935.—Buro of Agricultural Economics.

Washington, D. C.—Gluten feed and meal production during June totaled 44,100 tons, compared with 40,400 tons in June a year ago. Production from October thru June aggregated 410,600 tons this year against 417,250 tons during the same period a year ago.

Glen Ridge, N. J.—Directors of the Eastern Federation of Feed Merchants, Inc., have decided to hold a Federation outing for feed merchants in southern New York, or northern Pennsylvania in September, setting aside two days for sociable sports and amusements, plus a little federation business.

Portland, Ore.—Three meetings were held by the Oregon Feed Dealers Ass'n early in July, one at McMinnville on the 7th to discuss rates for cleaning and storing grain and seeds; one at Portland on the 8th to set up a com'te of retailers to attempt stabilizing prices for feeds; one at Hillsboro on the 12th to discuss cleaning and storage of grain and seeds and unionization.

Grinding and Mixing Charges in Oregon

At McMinnville, Ore., on July 7, 25 grain seed and feed dealers and warehousemen adopted the following basic minimum schedule for grinding and mixing feeds, some dealers declaring this schedule too low and that they would hold to higher rates, due to increased labor charges principally:

Grinding or rolling grains, minimum charge, .25; grinding or rolling (dry), \$2.00 ton; steam rolling, \$3.00 ton; dry rolling oat groats, \$2.50 ton; feed mixing only (either with molasses or dry), \$2.00 ton; oat hulling, \$5.00 ton; cracking corn, \$3.00 ton, all charges to be based on "in" weights.

Independent Feed Dealers Meet in September

At a meeting in Des Moines on July 13, directors of the Independent Feed Dealers' Ass'n of Iowa, Inc., set Sept. 13-14 as the dates for the Ass'n's second annual convention, to be held in Des Moines.

Convention com'te heads appointed are L. R. McKee, Muscatine, chairman of the program com'te; Tom Dyer, Des Moines, chairman of the entertainment com'te; Walter Berger, Des Moines, chairman of publicity; A. E. Sargent, Des Moines, chairman of registration, and Carl Orfinger, Waterloo, chairman of the reception com'te.

Convention plans include institution of an honor roll for Iowa to be submitted during business sessions.

Aridity appears to depress the phosphorus content of growing crops, and to raise the calcium content.

Oregon Feed Law Enforcement Tightened

J. D. Mickle, head of the division of foods and dairies, who is responsible for enforcement of Oregon's feed law, has announced a tightening up of enforcement measures due to discovery of non-conforming feeds on the market.

The law, said Mr. Mickle, requires that all concentrates be registered before sale, or exposure for sale. This provision has not been rigidly enforced in recent years because so many of the concentrates sold to feed mixers in the state failed to live up to analysis. But this failure in turn resulted in mixed feeds failing to live up to the stated analysis on the tags.

Portland, Ore., wholesalers and jobbers appointed a com'te to work out a plan of enforcement and tagging of concentrates in an effort to cooperate with Mr. Mickle.

The Feed Situation

Summarizing feeds and the current feeding situation, Gilbert Gusler, of the Millers' National Federation, reports:

Millfeed prices have been fluctuating largely in line with grain prices. Late summer prices probably will depend largely on the progress of pastures and grain crops.

Average condition of pastures on July 1 was the best for the corresponding date since 1929, excepting 1935. Mid-July prospects indicate a total supply, including carryover, slightly larger than average and a hay supply about equal to the average in relation to numbers of live stock to be fed. The live stock population is relatively low and prices for live stock and live stock products probably will continue relatively high.

While feeding ratios remain rather unfavorable, they have been improving and probably will be quite profitable to the feeder when prices for feed grains and by-product feeds have been fully adjusted to a new season basis. This may not be completed until the size of the corn crop is more positively known and new corn is available for feeding.

Converting the various species to animal units which allow for differences in feed requirements and the type of feeds consumed, the total number of feed grain consuming animal units on Jan. 1, 1937, was estimated at 104 million. It probably will be about 103 million by Jan. 1, 1938, compared with an average of 114.5 million animal units in the 10 years ended 1937.

The number of hay, forage and pasture consuming animal units on Jan. 1, this year, was 78.7 million. It is estimated tentatively at about 79 million by Jan. 1, 1938, compared with a 10-year average of 79.3 million.

On the basis of the foregoing, the feed grain supply per animal unit in the season now beginning will average about 1.015 tons or more than a third above the .731 tons available last season and is slightly above the average of .924 tons in the past 10 years. The indicated hay supply is about 1.152 tons per hay consuming animal unit, or 8 per cent above the 1.065 tons available last year and about equal to the 10-year average of 1.119 tons.

Assuming that present crop prospects are fulfilled, total feed and hay supplies will be about normal or slightly above, compared with live stock requirements. Live stock market supplies probably will be moderate to light, so that livestock prices probably will encourage liberal feeding when feed prices are fully adjusted to a new season basis.

Successful Feed Sales Plans

Speaking before the annual convention of the Ohio Grain, Mill & Feed Dealers Ass'n, A. G. Philips read a series of letters he had received from successful feed merchandisers, setting forth plans that had developed business for them among the cattle, hog and poultry feeders in the middlewest. Among them were the following:

Advertising and Field Contacts

The increase in our feed sales is traceable to field contacts and direct advertising. The most noticeable increase has been in the sales of hog supplement, due to a successful hog feeding demonstration carried out with our feeds by a young man of the community just starting a farm.

This young man entered the elevator office one day, and asked for corn to feed out 63 head of hogs. We learned how much corn he had on hand and estimated that by feeding our hog supplement, his supplies would be sufficient to carry his hogs to market weights.

Under this plan his hogs did exceptionally well, much better than any of his neighbors' hogs, and he had some corn left after the hogs were sold.

This demonstration we gave wide publicity thru the local newspapers and thru direct advertising, as well as personal contact. Said the young farmer after publicity had been run: "It 'burned up' some of the old feeders to learn that I had beat them raising hogs."

One after another the hog feeders started to use our hog supplement. Each, in turn, was given publicity. Now practically the whole community depends upon us for hog supplement.

Rivalry between farmers is sharp, and this fact can be used to good advantage in increasing feed sales. We have found that most farmers delight in seeing their names in print. A good story will often make a good customer out of an otherwise half-hearted one. If he can be held up to the public as an example of a good feeder he will immediately become an earnest booster.

If more feed dealers would spend time getting stories about their feed customers, and pictures of the farmers, their homes, and their livestock, then give these publicity, they would find themselves well repaid in increased sales and good will.

Renders Service

Our large volume of feed business was built from several different ideas. We displayed feed in our storeroom, where everyone coming in could see it. We carried on resale work, working mainly on new customers. We gave rapid fire delivery service at no cost to the farmer, even tho he wanted but one bag of feed. This service still applies, but now our truck scarcely ever leaves the warehouse with less than one-half ton, delivering to several customers in a locality. If a customer doesn't buy again when I believe he should be needing feed, I go out to see him.

We perform regularly a hundred and one little odd jobs for the farmers that pay us no direct dividends, but when the farmer wants feed we get the order.

We advertise a lot, carrying small space in the local paper every week, and a big advertisement before the opening of a season. A monthly letter, prepared to encourage reading, goes to 300 of our customers.

We never try to oversell a man. If he orders four or five tons of feed, we stagger the delivery so that he never gets tired of seeing a big pile of feed on his barn floor. This we feel is important, for I have found that the man who is dead set against commercial feeds is usually a fellow who has been sold five or ten tons, delivered in one heap, so he was reminded of the expense each time he looked at it, and he saw it for a long time.

Relation of Hardness to Consumption of Cottonseed Cake by Sheep

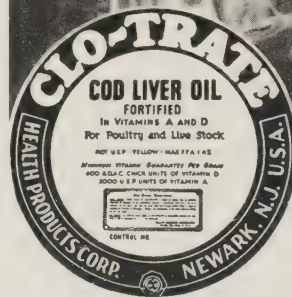
Four grown sheep kept in a pen were first fed 3¾ pounds of pebblesize cake at feeding in the evening. The cake was placed in a large trough in the pen and remained available to the sheep until the next feeding time. All of this cake was consumed. The second feeding consisted of 4 pounds of soft sheep size cake, and was conducted in the same manner as the first feeding. All of this cake was consumed before the next feeding. The feedings were continued with tested samples of cracked cake and cut specimens of slab cake, but the amount of cake fed at each feeding was reduced. One feeding, Sample No. 57421, was of a sample received with a complaint that the cake was too hard for sheep to eat, but the sheep used in this ex-

periment readily consumed all the cake. These results seem to indicate that the size and shape of the cake have a great influence on its consumption by the sheep. It will be noticed that, although the ¾ in. cut cubes are softer and have a lower compression test than some samples of cracked cake, these cubes were refused while the cracked cake was consumed.—Texas Exp. Sta.

Portable Explodes

A portable feed mill doing a job of feed grinding in the barn on Ira Stucky's farm near Rockford, O., suddenly exploded, severely burning Caleb Sprunger, the operator, and Dan Yoder, his assistant.

Sprunger's burns were the most severe. When the explosion occurred he leaped into the portable's truck cab, released the brakes, and ran the machine out of the barn before the structure was ablaze.



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Chick Tested: Every batch of CLO-TRATE is tested on chicks, kept in batteries receiving no sunlight, at the guaranteed potency in accordance with the A.O.A.C. method.

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How then can the feed manufacturer be sure that his oil supplement is dependable and uniform in vitamin A and D potency? He must rely upon the reputation of the brand itself, the manufacturing and testing facilities and the integrity of its producer.

Feed Manufacturers who use CLO-TRATE are not faced with this problem. For CLO-TRATE is fortified in Vitamins A and D and standardized to contain not less than 3000 U.S.P. units of vitamin A and 400 A.O.A.C. chick units of vitamin D per gram. Furthermore, every bath of CLO-TRATE is properly tested before shipment on both chicks and rats.

You too can forget your cod liver oil worries if you use CLO-TRATE in ALL your feeds.

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Poultry Feeds and Feeding

New Brunswick, N. J.—The 7th annual summer conference of the Northeastern Poultry Producers Council will be held here Aug. 17, 18, and 19. The program includes national aspects of the poultry industry, the poultry program of the AAA, and means of increasing consumer demand thru cooperation in the poultry industry. Copies of the program are available from Prof. L. M. Hurd, Cornell poultry department, Ithaca, N. Y., or from Rutgers University, New Brunswick, N. J.

Seattle, Wash.—Fisher Flouring Mills Co., of Harbor Island, has agreed with the Federal Trade Commission to stop advertising that Fisher's Poultry Feeds will protect the health of chickens, insure profits for the turkey raiser or maximum production, and will give more and larger eggs, greater vitality, quicker molting, or longer laying life, unless these representations are specifically limited to cases where the feed in use is deficient in the elements required to produce the results claimed.

Limestone Grit in Gizzard

It would appear from tests that limestone grit of calcite formation dissolves in the gizzard in about 48 hours after it is swallowed by the bird. All the hens used in these tests were in laying condition. It is likely that the rate of dissolution is slower in birds not laying.

As the limestone appears to retain its hardness until completely dissolved, and, as large amounts of calcium are required by the laying hen, thus insuring a rather steady intake, it would seem that limestone grit is capable of serving the dual purpose of a carrier of calcium for shell formation and grit for whatever aid grit may render in the digestive processes.

If enlarged gizzard capacity in a laying hen is a virtue, it would seem that grit, serving in this dual role, will occupy less space than where both insoluble grit and a calcium carrier are present, and, as a consequence, leave more room for food to be taken into the gizzard.—Roy H. Waite, Maryland Exp. Sta.

Chicks and Hens Need Vitamin G

Chicks need vitamin G to grow, and hens need it to produce eggs that will hatch, according to poultry scientists at the New York state college of agriculture. Results of research over a period of years are given in Cornell Bulletin P-660.

The scientists found that the developing chick embryo dies when not enough vitamin G is deposited in the egg; and that a smaller amount of this vitamin is required for egg production than for hatchability.

Their experimental work dealing with hatchability shows that the vitamin G content of eggs is determined by the amount of this vitamin in the hens' diet. Eggs with the largest amount can be had only when hens are fed a diet rich in vitamin G. They say the degree of yellowish coloration in the egg-white is evidence of the richness of the hens' diet in vitamin G.

Substances containing vitamin G and used in feeding poultry include dried yeast, dried whey, dried skim milk, dehydrated alfalfa meal, sun-cured alfalfa meal, and white fish meal. Other animal by-products contain appreciable amounts, but cereals have relatively little. The amount contained in cereals, however, is especially important, according to the research men, because grains compose such a large part of poultry rations.

They also point out that the requirements of chicks for vitamin G is closely related to the rate of gain in weight of the chicks, indicating

"that the vitamin is intimately connected with growth processes and is not required in any great amount for maintenance."

Bran and Meal for Chicks

When supplemented with shrimp meal, corn bran was much better than rice bran but decidedly inferior to corn meal alone for chicks, reports G. Tolentino in Philippine Agriculture. Chicks fed corn bran or corn bran and rice bran grew more slowly than those fed corn meal or corn meal and rice bran. In rapidity of growth the rations ranked as follows: corn meal and rice bran, corn meal, corn bran, and corn bran and rice bran. In weight at 12 weeks of age there was no significant difference between the chicks fed the first two rations. In large quantities rice bran was unsatisfactory for growing chicks.

There was no marked difference in the amounts of feed consumed by the different groups. In economy, corn meal was better than corn bran or a combination of corn bran and rice bran. For growing stock the rice bran and corn meal combination was better than corn bran or rice and corn bran. Chicks fed corn bran alone or in combination were less vigorous than those fed corn meal alone or in combination. There was no great difference in the individual growth rates of the chicks fed corn bran and those fed corn and rice bran.

Feed for Pullets and Hens

The conference of New England Colleges has formulated the following recommendations for feeding pullets and hens:

Mash Formula

200 lbs. Yellow corn meal
100 lbs. Wheat bran
100 lbs. Wheat flour middlings
100 lbs. Ground oats; 38-40 lbs. per bu.
50 lbs. Meat scraps, not less than 50% protein
25 lbs. Fish meal, not less than 50% protein
25 lbs. Dried skim milk or dried buttermilk
15 lbs. Calcium carbonate (ground oyster shell or ground limestone with a content of not less than 96% calcium carbonate)
5 lbs. Common salt

645 lbs.

Grain Formula

200 lbs. Yellow corn whole or cracked
100 lbs. Wheat

(See No. 3 below)

1. Add to the above 14 lbs. of cod liver oil, sardine oil, 85 U.S.P. vitamin D units per gram, or the equivalent of the cod liver oil vitamin A and D concentrates; or the vitamin D supplement should be used as directed by manufacturers.

2. Dry mash should be kept before the birds constantly in hoppers or troughs that can be and are kept clean and free from litter, dirt and filth. Hard grains may be fed in similar hoppers or troughs. The amount will vary with the breed, the rate of production, the weather, and possibly other factors. If hens leave any one of the grains, use less of this grain.

3. The above formula is recommended. However the grain mixture may be changed to include oats or barley when prices and quality warrant it, providing approximately one-half is composed of yellow corn.

4. Whole corn is recommended because there

are certain vitamin losses in cracking and furthermore, the feeder is better able to check on quality. This presupposes that pullets have been taught to eat whole corn on the range before being installed in the laying house.

5. Suggestions for those who wish to feed the following supplements: To each 100 hens feed germinated oats daily, three lbs. dry weight, mixed with one to two lbs. condensed buttermilk or its equivalent in dried or fluid milk and $\frac{1}{4}$ pint tested cod liver oil, sardine oil, or their equivalent in vitamin A or D concentrates in cod liver oil, providing oil is not incorporated in the mash or feed.

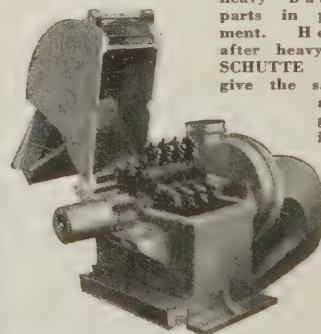
6. Well cured alfalfa, clover or soy bean hay may be fed to advantage, the leaves only being the valuable portion for poultry. Not over 5 lbs. per 100 hens of any supplement such as hay, cabbage or roots should be fed daily.

7. The Conference strongly advocates the use of good clean, wholesome poultry feeds.

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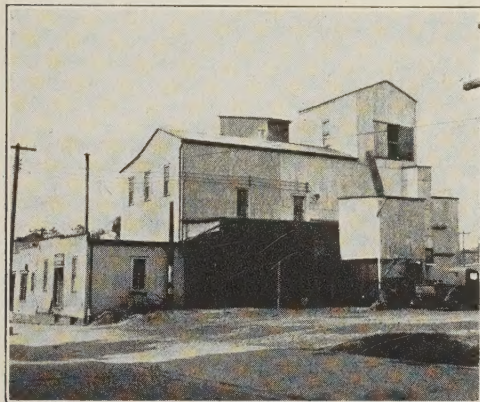
Hatchery Increases Feed Business

Located on the Wabash railroad at Edwardsville, Ill., facing highway 66 between Springfield, Ill., and St. Louis, the A & B Feed & Seed Store's 15,000 bu. elevator, feed manufacturing plant, farm supply and seed store, and hatchery, usually ships 200,000 bus. of wheat annually as well as many carloads of field seeds.

John A. Buhrle and L. C. Abenbrink, proprietors, credit their 17,000 egg capacity hatchery with increasing their business on poultry feeds by 300%, the number of their customers by 25%. During its first five months of operation their hatchery sold between 25,000 and 30,000 baby chicks. A battery of chicks being fed the company's "Profit Reaper" starting mash was kept on display, a poultry service man was employed, and purchases of eggs for hatchery sold chicks were made only from farmers with blood tested flocks.

"When a customer bought baby chicks," said Mr. Buhrle, "it was not much trouble to get him to use our feeds. We needed only to point out that the chicks in our display batteries were thriving on them."

"Once started, we found our customers swinging naturally into use of our growing mash as the chicks developed."



Plant of the A & B Feed & Seed Store at Edwardsville, Ill.



L. C. Abenbrink (left) and John A. Buhrle, proprietors of the A & B Feed & Seed Store at Edwardsville, Ill.

Refined Poultry Rations Prevent Deficiency Troubles

By A. D. JACKSON of Texas Expt. Station
The extensive and increasing use of poultry products and the development of the poultry industry in this country, which amounts for chickens and eggs alone, roughly to \$900,000,000 a year in the United States and to \$37,000,000 in Texas, offers a tempting field for studies of the best means of efficient production. Producers usually follow one or both of two lines of commercial production, but in most cases, either produce eggs as the principal crop or they produce meat. A different type of hen is usually preferred for egg production than for meat production and different rations as well as different environment are provided. But in any case an efficient ration must be fed in order to produce a good product that will compete successfully on the markets.

Much experimental work has been done to find the most successful poultry rations and vast savings have resulted to producers thru use of rations that are proved by experiments to be better than others, and while highly successful rations are available and most poultrymen are familiar enough with their essential qualities to be able to exercise a rather wide choice in the elements used to make up their poultry feeds, there nevertheless remains a vast field for the sale of expertly mixed commercial feeds that are made to meet the average needs of those who do not attempt to make up their own mixtures.

The best mixtures yet produced, however, do not meet all the needs for certain conditions and there is a constant search for information that will aid in a more universal success.

The coming of the battery brooder was hailed as a boon to the producers of broilers because a better control of certain troublesome diseases of small chicks is provided by this unique equipment. Furthermore, the amount of space required in raising chickens is reduced to the minimum. But new nutritional problems arose. There is tendency for battery chicks to develop depraved appetites and they often suffer because of some missing element in the ration. The chicken in the battery brooder cannot scratch for worms and sundry tid bits of nature's foods on the free range, so the feeder must provide the required items. If the chickens get the proper ration they will put on weight satisfactorily and will develop good plumage and there will be no slipped tendons nor evidences of vitamin deficiencies. In fact, rations good enough to meet these needs are good enough to meet every important requirement.

Studies on the Texas Experiment Station by Ross M. Sherwood, Chief of the Division of Poultry Husbandry, have for ten years been directed specially to a determination of whether and to what extent slipped tendons are due to improper rations and to whether the plumage depends upon the ration for the proper development; and of course the search for rations that are most effective in the production of pounds of poultry meat is continuously under way. He found that rations of generally accepted high quality do not always prevent slipped tendons nor make satisfactory feathers nor even produce the best growth. Ten years ago, Sherwood and Fraps found that of all the many additions tried, wheat gray shorts gave the best results in preventing slipped tendons and they ascribed its efficiency to a better mineral balance.

Other experimenters, at about the same time, found that the perosis preventing properties of feedstuffs are roughly related to their manganese content. Subsequent experiments by Sherwood and Fraps have shown, however, that while a small amount of manganese exerts a powerful influence in the prevention of perosis there is nevertheless at least another element and possibly there may be several that seem needed to prevent slipped tendons. Furthermore, their experiments show that wheat gray shorts as an addition to the ration produced more gains in weight than did either the ash of wheat gray shorts, manganese, manganese and aluminum,

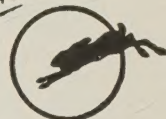
manganese, aluminum and iron, manganese and iron, or aluminum and iron. In fact the latter addition gave less gains than the feed without any addition.

They also found that none of these additions except wheat gray shorts had a high record in the production of good plumage, altho manganese seems to possess some virtues for this

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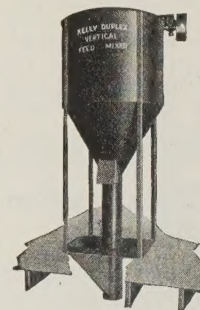


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By L. M. Hurd

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purpose. Only one part manganese in 28,000 parts of feed is sufficient to protect chicks against slipped tendons with rations such as used in these experiments.

In view of the behavior of the rations and additions tried thus far, a ration that should be expected to produce good gains in weight and good plumage as well as freedom from slipped tendons, would be as follows:

lbs.	lbs.
6 soybean meal	1 salt
6 cottonseed meal	2½ bone meal
6 sardine meal	1½ oyster shell
30 Wheat gray shorts	42¾ yellow corn meal
3 alfalfa leaf meal	½ fortified cod liver oil

This ration is for production of broilers and fryers in battery brooders which are coming into use when space is limited or when the premises are so infested with diseases as to make outdoor growing too hazardous. In experimental work the battery brooders have made possible the easy identification of whatever element in the ration is producing the conditions under study. In fact the evaluation of all the various elements in the poultry ration has been greatly simplified by the use of the battery brooder.

Outdoor raising of chicks, when premises are clean and ample and when green feed is available to supply vitamin A and sunlight to supply vitamin D, is decidedly simpler than the battery method. The ration for broiler production under yard conditions may be the same as for the battery except that the cod liver oil may be omitted.

Utilization of Vitamin A by Dairy Cows

Cows in general secure their vitamin A potency from the carotene in grasses and fodders and from cryptoxanthine and carotene in yellow corn. Cows receive vitamin A as such only if they are fed cod liver oil, or a concentrate of fish liver oil or certain other fish oils. The carotene and cryptoxanthine in the feed is partly converted into vitamin A since both vitamin A and carotene may be found in the blood, and liver, and in the butterfat of animals receiving only carotene as a source of vitamin A.

At the Texas Agricultural Expt. Sta. three

Commercial Feed Consumption Increased in Minnesota

An estimate of the volume of commercial feeds sold for consumption in Minnesota is contained in the 18th annual feed bulletin of the Division of Feed and Fertilizer Control for the State of Minnesota, by H. A. Halvorson, chemist in charge.

The estimated tonnage in 1928, 1933, and 1936 offers a comparison and is tabulated as follows:

Kind of Feed	Estimated Tons		
	1928	1933	1936
Alfalfa meals	250	144	359
Animal by-products	11,255	16,200	22,036
Mixed feed barley and barley by-products	.....	26	.....
Calf meals	349	56	463
Condimental feeds	772	158	269
Corn feed and hominy meal	2,386	891	817
Corn gluten feeds and meals	1,600	2,250	856
Corn and oats feeds (mixed)	6,963	4,200	1,698
Cottonseed meals	1,900	1,074	2,566
Dried beet pulp	2,469	9,916	7,348
Linseed meal	9,639	6,444	23,762
Milk products	.....	999	1,141
Mineral mixture feeds	6,001	1,075	6,649
Miscellaneous feeds	3,284	2,271	10,386
Poultry mash and scratch feeds	42,935	52,450	93,728
Proprietary feeds with molasses	35,274	2,183	16,574
Proprietary feeds without molasses	6,684	1,422	4,276
Rye mill by-products	626	1,137	226
Screenings, ground	1,869	2,011	2,574
Wheat bran	62,551	47,641	52,941
Wheat standard middlings	60,686	42,994	57,467
Wheat flour middlings	16,623	5,104	8,875
Wheat red dog flour and low grade	5,496	3,838	15,481
Wheat mixed feeds	5,941	5,198	7,012
Total	286,053	209,692	337,504

groups of 3 Jersey cows were given vitamin A potent feed furnished by yellow corn and heat-dried alfalfa meal. It was found that the vitamin A potency of butter from the 9 Jersey cows studied decreased from 43 and 62 Sherman-Munsell units per gram at the beginning of the experiment to 4 units per gram for cows receiving 7,000 units per day, to 12 units for cows receiving 170,000 units per day, and to 10 units for cows receiving 340,000 units per day at the end of seventeen weeks. The carotene decreased from 16.7, 9.7, and 9.8 parts per million in the beginning to 0.4, 3.9, and 3.6 parts per million respectively for the three levels of vitamin A consumption.

The apparent recovery of the vitamin A potency in the butter varied from 213 to 2.4 per cent of that in the feed. The apparent percentage recovered was greatest at the beginning of the experiment and greatest also for the cows receiving the least amount of vitamin A in the feed. The high percentage of vitamin A apparently recovered was due to the fact that some of it came from that stored in the body of the cow.

The vitamin A potency of the butter is closely related to the vitamin A potency of the feed and the period of time the cow has been receiving it. It is calculated from this work and that of others that from 750,000 to 1,400,000 Sherman-Munsell units are required per cow per day to produce butterfat containing from 65 to 95 Sherman-Munsell units per gram, the amount found in very good butter.

Proteins in Feeding

By R. M. BETHKE of Ohio Exp. Sta., Before American Feed Mfrs. Ass'n

The question is frequently asked, is there a difference in the amino acid requirements of different animals and for different functions? It is entirely possible that certain amino acids which are essential for growth may not be essential for the maintenance of a mature animal. In the breakdown of protein tissues of the body, it might be assumed that the entire protein molecules are not completely destroyed, but only certain amino acids or groups split off. Under such conditions, the requirements for maintenance would not involve the synthesis of entire proteins but only in replacing these simple groups. The opinions of scientists differ in this matter. Recent work, however, indicates that the amino acid arginine is not essential for maintenance or slow growth, but that it becomes an essential for normal or rapid growth. It is possible that some of the other amino acids which at present are not considered essential might become necessary components under conditions of maximum or optimum growth and production. It is generally agreed, however, that the amino acid requirements for milk and egg production are similar to those for growth. If there is an inadequate supply of any of the essential amino acids, an animal will be unable to make normal growth even tho the amount of digestible protein is plentiful. Conversely, if the amount of digestible protein is limited, even tho all essential amino acids are present, an animal cannot grow or produce normally. Thus, proper amounts as well as proper quality proteins must be present in the ration of the animal or fowl, depending upon the purpose of function, such as maintenance, growth, egg production, or milk production.

Dairy cows have been fed successfully for long periods on cottonseed meal, which is high in protein, as the only concentrate, provided roughage was fed that supplied ample vitamins and mineral matter. At the Ohio Station dairy cows have been fed over a period of five years on a ration with a nutritive ratio between the digestible protein and the remaining digestible nutrients of 1:2 without noticeable injurious results. Since so many instances of successful nutrition

over extended periods of high-protein feeding have been reported in the literature, it may perhaps be considered as demonstrated that excessive protein intakes are not necessarily harmful and that moderately high protein intakes are quite incapable of producing organic injury. The exceptional reports of renal injury accompanying a high protein intake are probably explainable by references to other factors than protein, such as inadequate vitamin intake or specific effect of certain feeds.

In the purchase and use of so-called protein supplements, consideration should be given to the other possible inherent nutritive properties of the feedstuff in question, aside from the quantity and quality of protein it contains. Specifically, the vitamins and minerals contained in the feedstuffs should be considered if intelligent economic formulation is desired. As is well known, products like milk, meat scraps, tankage and fish meals carry valuable and necessary minerals which will, in a large part, supplement or make good the mineral deficiencies of the cereal grains, cereal by-products, and the plant protein concentrates. Accordingly, the above animal products have merits, aside from protein, not possessed by the protein concentrates of plant origin. Similarly, it has been found within the past few years that feedstuffs including the protein concentrates vary in the amount of vitamin G (flavin) that they contain. While the importance of flavins has not been established in livestock nutrition, work with chickens and turkeys has demonstrated the importance of this factor in compounding good, complete rations for these species. Experimental work generally has shown that the protein concentrates of plant origin do not contain appreciable quantities of flavin and that the amount present in meat scraps and fish meals is dependent upon the source or kind of material employed in the preparation of the final product as well as the method of manufacture. Milk or milk products, such as condensed or dried milks and dried whey, have been found to be good sources of this factor (flavin), which gives them additional value and makes them more than an excellent protein supplement.

Feed Prices

The following table shows the closing bid price each week for October futures of standard bran and gray shorts, spot cottonseed meal, soybean oil meal, and No. 1 fine ground alfalfa meal, in dollars per ton, and No. 2 yellow corn and No. 2 yellow soybeans in cents per bushel:

Minneapolis Spot				Kansas City			
		Bran	Midds.			Bran	Shorts
May	29.....	31.75	38.50			22.00	27.50
June	5.....	29.00	37.00			20.20	25.00
June	12.....	26.50	33.50			18.90	22.50
June	19.....	22.00	30.00			17.25	21.75
June	26.....	20.50	28.50			19.40	23.50
July	3.....	23.00	29.00			21.10	25.00
July	10.....	27.00	32.00			21.26	25.50
July	17.....	28.50	34.50			20.00	24.50
July	24.....	26.00	33.50			18.50	22.50
St. Louis				Chicago			
		Bran	Shorts			Soybeans	Meal
May	29.....	24.10	29.00			162½	47.20
June	5.....	22.25	26.50			148¾	48.20
June	12.....	20.80	24.25			142½	43.20
June	19.....	19.70	23.25			124	40.00
June	26.....	21.35	24.75			131½	34.00
July	3.....	23.25	26.35			143½	35.00
July	10.....	23.25	27.85			145¾	35.00
July	17.....	22.25	26.50			1.50	37.20
July	24.....	20.65	24.00			1.25	37.00
Cottonseed Meal				Kansas			
		Ft. Worth	Memphis			City Alfalfa	Chicago Corn
May	29.....	45.00	39.50			25.00	131
June	5.....	44.00	36.00			24.50	128
June	12.....	45.00	34.50			23.50	118
June	19.....	44.00	33.00			24.00	115
June	26.....	42.00	32.25			23.00	125
July	3.....	41.00	31.00			20.50	128
July	10.....	41.00	32.00			20.00	131
July	17.....	41.00	31.50			22.50	129½
July	24.....	38.00	31.50			22.00	109

AUGUST BRINGS MOST FIRES

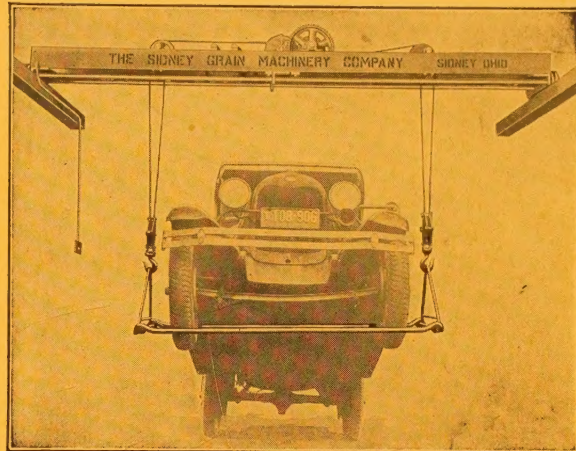
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Wagon Loads Received has columns headed: "Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars and Cents, Remarks." Contains 200 pages of ledger paper size 9½x12 inches, providing spaces for 4,000 loads. Bound in heavy boards with strong cloth covers and keratol corners and back. Weight, 2 lbs. Order Form 380. Price \$2.50, plus postage.

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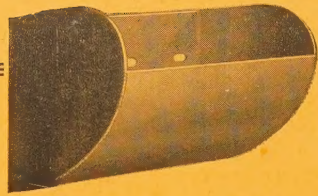
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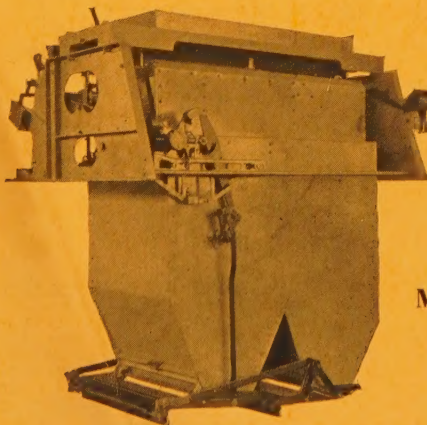
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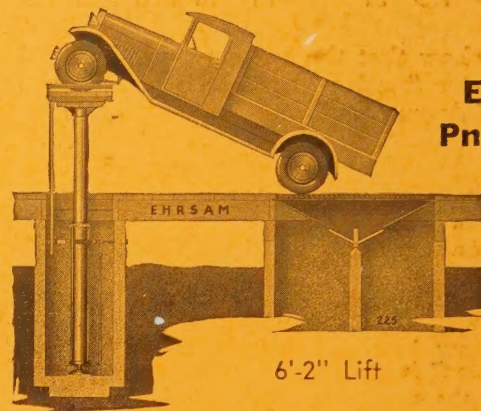
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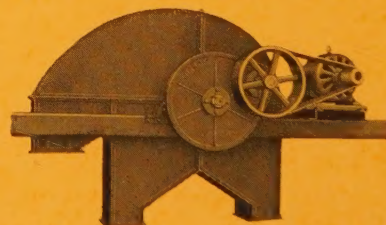
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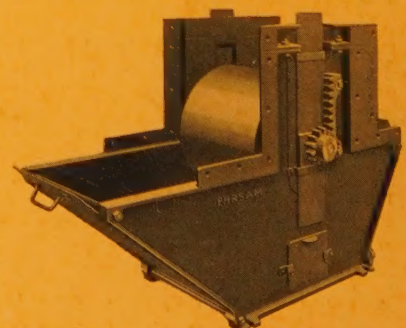
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